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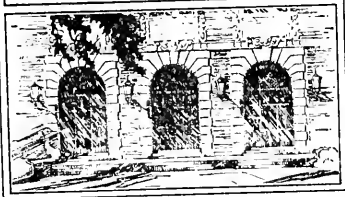
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Fifth Annual Review of the Commerce,
Manufactures, and ... Improvements
of Chicago ... for 1856

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ANNUAL REVIEW

OF THE

COMMERCE, MANUFACTURES,

AND THE

PUBLIC AND PRIVATE IMPROVEMENTS

OF CHICAGO,

WITH A FULL STATEMENT OF HER

SYSTEM OF RAILROADS,

AND A GENERAL SYNOPSIS OF THE

BUSINESS OF THE CITY,

For the Year 1856.

COMPILED FROM

SEVERAL ARTICLES PUBLISHED IN THE DAILY DEMOCRATIC PRESS.

D. B. COOKE & CO.,

WHOLESALE BOOKSELLERS AND PUBLISHERS,

112 LAKE STREET, CHICAGO.

SEE SECOND PAGE OF COVER.

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1857.

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FIFTH

ANNUAL REVIEW

OF THE

IMPROVEMENTS, MANUFACTURES,

AND

COMMERCE OF CHICAGO,

FOR 1856.

City Improvements During 1856.

Very few things constitute a more infallible exponent of the character and prosperity of a city than the number and style of its new buildings. This is not always true under a despotic government, which sometimes impoverishes a province to adorn a capital; but under a government like our own, where trade is left to flow in its natural channel, and private enterprise alone tills the soil and rears the mart, the progress of building is the unerring index which moves over the broad face of a city, to advertise the vigorous and steady movement of the interior wheels of commerce and the arts.

An extensive conflagration, which maims and cripples a decaying town, invariably improves a prosperous one. The rapidity therefore with which a city rebuilds the ruins of a fire, has become a familiar criterion of its prosperity, and the inference is equally legitimate where the space filled is one left by Nature instead of the elements. The relation between these facts is obvious. The structures of a city are so much *fixed capital* withdrawn from the business which sustains it. The capital thus subtracted must ever bear a small ratio to that employed in active enterprise. Each new edifice, too, is a new centre of activity from which issue, and to which return, those plans and efforts which contribute to make up the sterling aggregate of a city's enterprise. Her new buildings are the plain and permanent landmarks of her advancing population—they are the definite and explicit response to the demands of her growing trade.

It was the proud boast of Augustus that he found Rome of brick and left it of marble. Chicago has within the last five years undergone a similar, and scarcely less splendid, transfiguration. This change she owes to her free labor and her adventurous commerce—more imperial in their dignity and more opulent in their re-

sources than crowned head or royal exchequer.

The enlargement of her proportions, more wonderful even than the grace of her finish, unshrinkingly challenges ancient or modern civilization for a parallel.

That Providence which, in anticipation of Grecian genius and greatness, buried in her mountains a quality of marble so pure and so indestructible that the storms of twenty centuries have not dimmed its complexion or effaced its lines, here also, where He drew in such deep and unmistakable lines the site of a powerful metropolis, laid down hard by an inexhaustible supply of peerless marble, and her rapid progress has summoned to the aid of this future mistress of the West a corps of architects and mechanics which Athens would not have scorned.

We proceed to trace the broad, swelling wave of architecture which during the past year has rolled over the city, enriching its center and sweeping its boundaries far out upon the open prairie.

Illinois Central Railroad.

PASSENGER DEPOT.—This splendid building belonging to the Illinois Central and Michigan Central Railroads, which was noticed in our last Annual Review as being in progress, is now completed. It is situated on South Water st., on the harbor. It is built of rubbed stone with a front looking north, three and a half stories high. Its dimensions are 166½ by 504 feet. The roof is an arch supporting itself with a rise of 36 feet. The building is admirably lighted with gas, 2,668 feet of pipe being used for the purpose. The Ticket Office occupies a conspicuous place near the main entrance in close proximity both to the Ladies' and Gentlemen's Waiting Rooms. Directly over it is the Telegraph Office belonging to the connecting companies, and by which they govern the running of their trains. Eight tracks are laid in the building.

All out trains leave from the west side which faces the street. All in trains arrive by the two eastern tracks. The platforms are large and commodious, on one of which is built a tasteful baggage room, 125 feet long, with offices and rooms over it for conductors, baggage-men, brake-men, &c. Nothing has been neglected which could add to the comfort and convenience of the passengers, the accommodation of trains, and the disposal of freight, rendering this immense Station House one of the most complete in the Union and probably in the world. The entire structure has been erected in the short space of thirteen months, at a cost of \$180,000.

Otto H. Matz, architect; Stone, Boomer & Bouton, builders of the roof; Sam Porter, mason; Sloat, stone-cutter; Hughes & Wilson, plumbers; Menard, Robinson & Harper, carpenters; J. C. Stokes & Bros., plasterers; Brown & Wilder, gas fitters.

STORE ROOM.—This building was commenced on the 1st of September, and completed on the 20th. It is 120 by 30 feet, and 14 feet at the eaves. It cost about \$10,000.

CAR SHOP.—This building was commenced on the 25th of September, and will be completed about the 1st of February. It is 200 by 75 feet, and 18 feet at the eaves.

It is constructed to accommodate all the wood machinery, and it is furnished with ten tracks which will accommodate twenty freight cars and two passenger cars. Situated near Twelfth street, and will cost about \$20,000.

Chicago and Milwaukee Railroad.

This company have erected a neat and commodious frame Freight House, 156 by 60 feet, situated on the West Side, near Kinzie street bridge, with the offices of the company above it. Cost \$7,000.

Chicago, St. Paul and Fond du Lac Railroad.

This company have erected a frame Freight House, situated on the West Side, near Kinzie street bridge, at a cost of \$10,000, and a passenger depot costing \$6,000.

Rock Island Railroad

This company have during the year completed a capacious and durable Grain Warehouse of spiked plank sufficient to store one million bushels. Cost \$130,000.

The machinery and the entire appointments are of the most complete and substantial character. They have also built a new frame Freight Depot, costing some \$15,000.

Michigan Southern Railroad.

This company has erected during the year a convenient and substantial brick Freight House, situated on Clark near Twelfth street. Cost \$15,000.

Michigan Central Railroad.

This Company have erected during the year in this city the following buildings:

BUILDING FOR OFFICES.—This is an elegant stone building, situated near the Union or Illinois Central Passenger Depot, three stories high and 120 by 50 feet in size. Cost \$50,000.

ADDITION TO ROUND HOUSE.—This is a brick building situated near Twelfth street. Cost \$10,000.

NEW FREIGHT HOUSE.—This is a brick building situated at the foot of South Water street. It is designed for the transfer of freight, and enlarges still further the ample freighting accommodations of this company. Cost \$50,000.

Chicago, Burlington and Quincy Railroad.

This Company have erected an Engine House near Illinois Central machine shops of a substantial character. They are also erecting buildings at South Branch Depot, with a convenient slip for lumber business. Cost about \$15,000.

Chicago Water Works.

The water works of a city may properly be classed among its moral reforms. Cleanliness and godliness shade with each other, while filth is incipient vice. No metre can gauge the refuse and unhealthy matter which is daily washed from the vigorous frame of our young city by the grand bath into which she is daily plunged. No figures can express the value of that splendid artificial sea, "whose fountains are dispersed abroad"—causing waters to break forth in the wilderness, and springs of fresh water to well up into every home. In the variety and extent of its uses, public and private, it seems a *material Providence* watching over the general good, and yet attending upon the minutest want of the humblest citizen.

Through the courtesy of the Superintendent of the Board of Water Commissioners we are enabled to present the following synopsis of its operations during the past year.

About one mile of 24 inch main has been laid on Chicago avenue, from the Engine House west to Union street.

About one-half mile of 16 inch main has been laid on Union street, from Chicago avenue to Kinzie street. About ten miles of distribution, 4, 6, 8 and 10 inch, has also been laid.

Under the direction of the Board there has been nearly completed one of the largest Pumping Beam Engines in the United States. It is about five hundred horse power with double acting pumps, and capable of raising twenty million gallons in twenty-four hours. Its cost will be about \$60,000. Lots for two additional Reservoirs have been purchased; one in the North Division, and the other in the West Division. These reservoirs are to be built next season.

Filling and relaying plank in East Madison street from River to Market street.....	1,075 93
Filling, sewerage and plank alley through blocks 123 and 124, School Section addition.....	773 84
Filling, sewerage and plank alley through block 126, School Section addition.....	156 19
Filling and plankin North Clark street from River to Ontario street.....	3,158 60
Grading Mohawk street.....	133 00
Grading Michigan avenue.....	102 75
Add lumber used in the above.....	9,377 00

\$143,434 09

In addition to the foregoing, there is in progress and under order, &c.:

New float bridge at Indiana street.....	\$5 000 00
" " Erie street.....	5 000 00
" " Polk street.....	5,000 00
New draw iron bridge at Madison street.....	30,000 00
Improvement of harbor at Ft Dearborn Point.....	40,000 00
Improvement of harbor around U.S. No. 6, 7, 14 and 14, in O. T.....	43,000 00

\$128 000 00

The Wells street Bridge, enumerated in the foregoing improvements, was built by D. Harper, Engineer and Bridge Builder. It is 190 feet long and 35 feet wide, being the longest draw-bridge in the West. It has 3 trusses 18 feet high and 6 feet at the ends, 2 road-ways 9 feet wide in the clear, 2 sidewalks 7 feet wide each. It is 18 feet above the water, allowing the passage of tugs without opening.

In addition to the above the following buildings have been erected by the city:

CITY ARMORY.—This is a three story brick building, with two stone fronts. Size, 100 feet by 100 feet; height 70 feet; cost \$40,000. Van Osdel & Bauman architects, Weadly & Co., masons and stone cutters, A. Grannis, carpenter.

ENGINE HOUSE No. 7.—This is a two story brick building on State street. Size 25 by 50 feet; height 40 feet; cost \$9,400. Van Osdel & Bauman, architects; J. Ward, mason; Greenbaum, plumber; Boggs & Son, carpenters; Barry & Cushing, painters; Skelly, stone cutter.

HIGH SCHOOL.—This building has four stone fronts; it is three stories high, with a basement, and 52 by 88 feet in size; cost \$88,000. Van Osdel & Bauman, architects; Lawrence & Hinchlaff, masons; Greenbaum, plumber; Boggs & Son, carpenters; McFarlane, gas-fitter; Fanning & Co., stone cutters.

SCHOOL HOUSE ON CHESNUT STREET.—This is a three story brick building, 58 by 78 feet; cost \$24,000. Van Osdel & Bauman, architects; Bishop & Hammet, masons; Harriot & McDonnell, carpenters; Barry & Cushing, painters.

THE CITY HOSPITAL.—built of brick, three stories high, 66 by 115 feet, corner of New and LaSalle street—is in process of erection, to be completed by the first of July next, at a cost of \$45,000. Carter & Bauer, architects; Benjamin & Leightier, masons; Edward Lesley, carpenter; Barry & Cushing, painter.

Churches, Academies, &c.

FIRST PRESBYTERIAN CHURCH.—This splendid edifice, now in process of erection, is located on Wabash avenue, between Van Buren and Con-

gress streets. The style of architecture is Norman. A peculiar feature in this style is the liberal use of the stilted semi-circular arches for all windows and door-openings, and all ornamental work in the finish in its exterior and interior.

This noble structure, 80 by 166 feet in size, is to be built of Athens marble, the front being highly ornamented with fine and richly carved work in stone. At the left of the main entrance rises a bold and lofty tower to the height of about one hundred and sixty feet. At the right a smaller one which vies with its elder brother for elegance and beauty of proportion.

The main or principal entrance is through a spacious and elaborately carved Norman doorway, and a beautiful groined vestibule conducting to the audience room. This room is some 63 by 97 feet, and 50 feet to the highest point of the semi-circular vaulted ceiling, and is lighted from sky-lights through highly ornamented openings in the ceiling. In the rear is located a deep recess across which extends a gallery for the organ and choir. The side galleries are self-supporting. On each side of the vestibule are rooms designed for church and social meetings. Directly over this room is one fitted up for Sabbath Schools and evening meetings. Over the front door-way is a mullioned window, filled with ornamental tracery and stained glass.—This edifice will be alike creditable to the Society which furnished the means, to the architects who have cast these means into so graceful and noble a mould, and to the city of which it is a conspicuous ornament. Cost \$75,000; Boyington & Wheelock, architects; B. & C. D. Weeks, masons and plasterers; Boyington & McWilliams, carpenters.

ST. PAUL'S CHURCH.—Now recently built for the First Universalist Society, is located on the corner of Wabash Avenue and Van Buren street. It is 78 by 96 feet, and when completed will be one of the most chaste specimens of perpendicular gothic architecture in the West.

This style of architecture is regarded by many as the most appropriate for church edifices of any ever adopted in this country. The structure we are describing is built of Athens Marble in the most thorough and substantial manner, the massive buttresses along the side and front, giving it an appearance of great strength and durability. The high pointed window and door dressings have deep and bold cut mouldings, with richly carved crockets and finials in stone. In the centre of the front, rises a lofty spire over 200 feet above the side-walk. The main roof and the octagonal point of the spire is carved with slate. At the corners of the main building are two turrets, through which the church and galleries are entered. In the basement is a large and commodious room fitted up for Sabbath Schools and lectures. The audi-

ence room will be artistically furnished, the ceiling being high, vaulted and interlaced with ribs peculiar to this style of architecture, at the juncture of which hang richly carved pendants. In the rear is a deep recess of a semi-octagonal form, designed for the speaker's desk, its ceiling intersecting with the main arch ribs. The organ gallery is directly over the front entrance, and connects with the side-galleries, which are self-supporting. Cost \$60,000. W. W. Boyington, architect; Walker & Boyington, carpenters; Brown & Wilder, gas-fitters; Ill. Stone Co., cut-stone.

A stone church in progress on the corner of Cass and Huron streets. It is 72 by 150 feet, and is estimated to cost \$90,000, of which \$31,000, have been expended. E. Burling, architect.

ST. PATRICK'S CHURCH.—This Church is located on Desplaines and Adams streets, West Side. It is built of brick, 120 by 64 feet. Cost \$35,000. Carter & Bauer, architects; Heald & Waterhouse, masons; W. E. Dunn, carpenter.

COLORADO BAPTIST CHURCH.—This Church is situated on Clark street above Polk. It is a frame building, 49 feet in height, and 38 by 60 feet in size. Cost \$3,500. P. A. Nicholson, architect.

REFORM SCHOOL.—This is a frame building situated near the old Alms House. It has a dormitory 20 by 42 feet, and a school room 36 by 42 feet. Cost \$4,000. Matz & Gray, architects; T. D. Swan, carpenter.

WESTMINSTER PRESBYTERIAN CHURCH.—This edifice, situated on the corner of Dearborn and Ontario streets, is built of stone, 68 by 115 feet. Cost \$40,000. Boyington & Wheelock, architects; Hamilton & Goodman, masons; M. Randolph, carpenter.

THIRD BAPTIST CHURCH.—This is a frame building, situated on the corner of Harrison street and Edina place. Size 48 by 80 feet. Cost \$4,200. Boyington & Wheelock, architects.

Hotels, Boarding Houses, &c.

MASSASOIT HOUSE.—This Hotel is a brick building covered with mastic, four stories high, 130 by 40 feet, situated on South Water street. Gage Brother & Drake, owners; cost \$30,000; Boyington & Wheelock, architects; M. H. Baldwin, mason and plasterer; Hand & Thompson, carpenters; Heath & Hurd, painters; B. E. Robinot, cut stone mason.

RICHMOND HOUSE.—Hotel on South Water street, of Michigan avenue. This is a stone building 72 by 132 feet and six stories high, Richmond & Co., Proprietors. Cost \$120,000. W. B. Olmsted, architect; Peterson & Cochran, masons; Jas. Brown, plumber and gas fitter; J. Foot, carpenter; C. Libbey, painter.

AUDUBON HOUSE, on West Lake street. This is a brick building with a stone front, six stories

high, with a basement, and 43 by 116 feet. Cost \$60,000. J. W. Cochran, owner. Vanosdel & Bauman, architects; Walbaum & Deakling, masons; McFarlane, plumber and gas fitter; Boggs & Son, carpenters; Douglass, painter; King & Co., stone cutter.

The Cleveland House, situated on West Lake street, built by Cochran & Baker, cost \$40,000.

Railroad Restaurant, store and offices on South Water street. This building is of pressed brick, 20 by 130 feet and five stories high. Chas. M. Dupuy, owner; cost \$15,000; Boyington & Wheelock, architects; Wilson & Hughes, plumbers.

An addition to the Briggs House, built of brick, covered with mastic, five stories high, and 60 by 80 feet. Cost \$28,000. F. Letz & W. Briggs, proprietors. Van Osdal & Bauman, architects; Walbaum & Deakling, masons; Baker & McEwen, carpenters; Wolf & Co., stone cutters.

A Hotel on the corner of Clark and Van Buren streets, built of Milwaukee brick, five stories high, 105 by 25 feet. Marks, owner. Cost \$13,000. F. E. Khale architect. McFall, contractor for the whole.

A frame boarding house on the corner of Twelfth and Buffalo streets, three stories high, 20 by 50 feet; Barth, owner; cost \$2,000; F. E. Khale, architect.

A boarding house on Archer Road. It is a frame building with a stone cellar, two stories high, and 24 by 60 feet, with an addition. Henry Milward, owner; cost \$3,000; Matz & Gray, architects; C. & A. Price, masons; Menard & Robinson, carpenters.

South Division.

BUSINESS BLOCKS AND BUILDINGS.

FREIGHT HOUSE OF THE AMERICAN TRANSPORTATION COMPANY.—This is a substantial frame dwelling 400 by 100 feet with a central front containing the offices 80 by 100 feet and a convenient and durable dock in the rear. The Company occupy the whole block between Washington and Madison streets and between Market street and the river, making this conspicuous even among the mammoth Freight Houses of this city. Cost over \$20,000.

A brick store, with iron front, on Lake street. Size 23 by 160 feet; height 75 feet; cost \$19,000. Savage, Case & Co., owners; Van Osdal & Bauman, architects; C. & W. Price, masons; Wilcox & Ballard, carpenters; Comley, gas-fitter; Thomson & Alston, painters; P. Wolf & Co., stone cutters; D. D. Badger & Co., iron front.

A brick store, with iron front on Lake street. Size 23 by 160 feet; height 75 feet; cost \$19,000. J. W. Waughop, owner; Van Osdal & Bauman, architects; C. & W. Price, masons; Wilson & Hughes, plumbers; Boggs & Smith, carpenters; Comley, gas-fitter; Thomson & Alston, painters; P. Wolf & Co., stone cutters; D. D. Badger & Co., iron front.

Two brick stores, with iron fronts, on Lake street. 456 by 160 feet; height 75 feet; cost \$27,000. C. & W. Price, owners; Van Osdel & Bauman, architects; C. & W. Price, masons; Wilson & Hughes, plumbers; Boggs & Smith, carpenters; Comley, gas fitter; Thompson & Alston, painters; P. Wolf & Co., stone cutters; D. D. Badger & Co., iron fronts.

A brick store, with iron front, on Randolph street, near Dearborn. Size 20 by 90 feet; height 72½ feet; cost \$13,000. Horton & Kidder owners; Van Osdel & Bauman, architects; Mortimer & Loberg, masons; Wilson & Hughes, plumbers; Thomas Soper, carpenter; Brown & Wilder, gas fitters; Morrison & Son, painters; Deakman, stone cutter; Stone, Boomer & Bouton, iron front. This building was blown down by the storm of Dec. 21st.

A brick bank building, with iron front, corner of Randolph and Dearborn, (foundation only laid.) Size 20 by 90 feet; cost \$25,000. D. McIlroy owner; Van Osdel & Bauman, architects; Mortimer & Loberg, masons; Wilson & Hughes, plumbers; Thomas Soper, carpenter; Brown & Wilder, gas fitters; Morris & Son, painters; Deakman, stone cutter; Stone, Boomer & Bouton, iron front.

A four story brick store, with stone front, on Lake street, near Clark, 20 by 90 feet; cost \$7,000. George Smith & Co. owners; Van Osdel & Bauman, architects; Ed. Price, mason; Dunn, carpenter; Brown & Wilder, gas fitters; Thompson & Alston, painters; Illinois Stone Co., cut stone. This store is rented at \$6,000 per annum.

A four story brick store with stone front, 20 by 90 feet. Cost \$7,000. A. H. & C. Burley owners; Van Osdel & Bauman, architects; Ed. Price, mason; Dunn, carpenter; Brown & Wilder, gas fitters; Thomson & Alston, painters; Ill. Stone Co., cut stone.

A five story brick store, with stone front on Lake street near State, 20 by 40 feet. Cost \$16,000. N. Tuttle, owner; Van Osdel & Bauman, architects; C. & W. Price, masons; Wilson & Hughes, plumbers; James Walter, carpenter; Comley, gas fitter; Heath & Hurd, painters; Deakman, stone cutter.

A brick store with iron front on Lake street, between State and Wabash avenue. Size 68 by 140 feet; height 72 feet. Cost \$17,000. S. P. Skinner, owner; Van Osdel & Bauman, architects; C. & W. Price, masons; Raffan, plumber; J. W. Watson, carpenter; Comley, gas fitter; Heath & Hurd, painters; P. Wolf, stone cutter; D. D. Badger & Co., iron front.

A brick store with iron front, on Lake street, between State street and Wabash avenue. Size 22 by 135; height 72 feet; cost \$17,000. J. McCord, owner; Van Osdel & Bauman, architects; Thos. Milner, mason; Wilson & Hughes, Plumbers; J. Campbell, carpenter; Comley, gas fitter;

Heath & Hurd, painters; P. Wolf, stone cutter; D. D. Badger & Co., iron front.

A brick store, with iron front, on Lake street Size 22 by 135 feet; height 72 feet; cost \$17,000. Late Geo. Collins, owner; Van Osdel & Bauman, architects; Thos. Milner, mason; Wilson & Hughes, plumbers; J. Campbell, carpenter; Comley, gas fitter; Heath & Hurd, painters; P. Wolf, stone cutter; D. D. Badger & Co., iron front.

A brick store with iron front on Lake street. Size 22 by 135 feet; height 72 feet; cost \$17,000. T. King, owner; Van Osdel & Bauman, architects; Thos. Milner, mason; Wilson & Hughes, plumbers; J. Campbell, Carpenter; Comley, gas fitter; Heath & Hurd, painters; P. Wolf, stone cutter; D. D. Badger & Co., iron front.

A brick store with iron front on Lake street. Size 22 by 135 feet; height 72 feet; cost \$22,000. C. N. Henderson, owner; Van Osdel & Bauman, architects; Heald & Waterhouse, masons; Wilson & Hughes, plumbers; Wilcox & Ballard, carpenters; Fanning & Co., stone cutters; D. D. Badger & Co., iron front.

Two brick stores with iron fronts on Lake street, adjoining City Hotel. Size 45 feet 6 inches by 160 feet; height 75 feet; cost \$27,000. Thos. Church, owner; Van Osdel & Bauman, architects; C. & W. Price, masons; Wilson & Hughes, plumbers; Wilcox & Ballard, carpenters; Comley, gas fitters; Thomson & Alston, painters; D. D. Badger & Co., iron fronts.

A Brewery on Indiana avenue, consisting of several brick buildings two stories high with a cellar. Cost \$8,000. M. Best, owner; Van Osdel & Bauman, architects.

Four three story frame stores on State street. Cost \$7,000. C. R. Starkweather, owner; Van Osdel & Bauman, architects.

Gallery to Metropolitan Hall for John M. Gurvey. Cost \$2,500. Van Osdel & Bauman, architects; Boyington & McWilliams, carpenters.

A block of four brick stores with iron fronts on the corner of Wells and South Water streets. Size 80 by 150 feet; height 74 feet. Cost \$95,000. Allen Robbins, owner; Van Osdel & Bauman, architects; P. Button, mason; Hughes & Wilson, plumbers; John Hollister, carpenter; Comley, gas-fitter; Barry & Cushing painters; Rofinot, stone-cutter. Both fronts 350 feet of iron; 75 feet high; from D. D. Badger & Co's Iron Works New York. This is said to be one of the largest and finest iron front buildings in the country, and is an ornament to the city.

Three brick stores with iron fronts on the corner of Lake and State streets; size 68 by 140 feet; height 72 feet; cost \$60,000. F. Tuttle, owner; Van Osdel & Bauman, architects; C. & W. Price, masons; Raffan, plumber; J. M. Watson, carpenter; Comley, gas-fitter; Heath and Hurd, painters; Rofinot, stone cutter. Iron fronts furnished and put up by D. D. Badger & Co., New York.

A five story brick store 20 by 160 feet on Randolph street; Greenbaum & Son owners; cost \$16,000. Carter and Bauer, architects; Deitz & Price masons; Greenbaum, plumber; Boggs & Son carpenters; Brown & Wilder, gas-fitters; Heath & Hurd, painters.

A five story brick store 20 by 160 feet on Randolph street; A. D. Taylor, owner; cost \$14,000. Carter & Bauer, architects; Deitz & Price, masons; Greenbaum, plumbers; A. D. Taylor, carpenter; brown & Wilder, gas-fitters; Heath & Hurd, painters.

A five story brick store 25 by 61 feet, on Franklin street; owned by Keller; cost \$3,000. Carter & Bauer, architects; Pull & Barton, masons; Greenbaum, plumber; J. Allen, carpenter; Lamparter, gas-fitter; Drake, painter.

A three story brick store 40 by 120 feet, an extension, on Randolph street; W. Blair, owner; cost \$3,500. Carter & Bauer, architects; Hardecastle & Cobb, masons; Wilson & Hughes, plumbers; S. Johnson, carpenter; Thomson & Alston, painters.

A three story brick store, extension, 40 by 101 feet on Randolph street, J. Burr, owner; cost \$8,000. Carter & Bauer, architects; Hardecastle & Cobb, masons; Wilson & Hughes, plumbers; S. Johnson, carpenter; Thomson & Alston, painters.

A five story marble store, 24 by 145 feet on Lake street. W. H. Magie, owner; cost \$27,000. Carter & Bauer, architects; Moss & Bro., masons; Greenbaum, plumber; Boggs & Son, carpenters; Moss & Bro., plasterers; Brown & Wilder, gas-fitters; Hummer, painter.

A five story marble store, 23 by 145 feet on Lake street. C. Wright, owner; cost \$25,600. Carter & Bauer, architects; Moss & Bro., masons; Greenbaum, plumber; Bullard & Wilcox carpenters; Moss & Bro., plasterers; Brown & Wilder, gas-fitters; Hummer, painter.

A five story marble store, 23 by 145 feet on Lake street. E. Wright, owner. Cost \$25,600. Carter & Bauer, architects; Moss & Bro. masons; Greenbaum, plumber; Ballard & Wilcox, carpenters; Moss & Bro. plasterers; Brown & Wilder, gas fitters. Hummer, painter.

A five story brick store, 40 by 80 feet, on Lake street. E. H. Haddock, owner. Cost \$13,000; Carter & Bauer, architects; Manning, mason; Rice, carpenter; Brown & Wilder, gas fitters; Barry & Cushing, painters.

A five story brick store 20 by 80 feet on State street. S. Sawyer, owner. Cost \$7,500. Carter & Bauer, architects; Manning, mason; Rice, carpenter; Brown & Wilder, gas fitters; Barry & Cushing, painters.

Two five story brick stores, 23 by 95 feet, corner of Water and State streets. J. H. Dunham, owner. Cost \$23,000. Carter & Bauer, architects; Moss & Chambers, masons; Wilson &

Hughes, plumbers; E. Ewing, carpenter; J. Brown, gas fitter; Donaby, painter.

A five story brick store 23 by 95 feet, corner of Water and State streets. E. D. Taylor, owner. Cost \$9,000. Carter & Bauer, architects; Moss & Chambers, masons; Wilson & Hughes, plumbers; E. Ewing, carpenter; Barry & Cushing, painters.

Five two story frame stores 20 by 40 feet on Clark street. E. S. Williams, owner. Cost \$7,000. Carter & Bauer, architects; Hern & Mason, carpenters.

Three two story frame stores 18 by 60 feet on Clark street. Capt. A. Bigelow, owner. Cost \$3,400. Carter & Bauer, architects; W. Goldie, carpenter.

Six two story frame stores 20 by 60 feet on Clark street. J. G. Hansbrough, owner; cost \$7,200; Carter & Bauer, architects; W. Goldie carpenter.

A Type Foundry on Washington street, under roof and to be completed during the winter. It is built of brick, four stories high, and 20 by 50 feet. C. T. White, owners; cost \$3,600; Carter & Bauer, architects; Moss & Brother, masons; Ballard & Wilcox, carpenters.

A four story brick store, 40 by 60 feet, on Clark street. H. B. Clancy, owner; cost \$7,000.

A five story store, marble front, 60 by 120 feet, on Wabash avenue. Cooley & Farwell, owners; cost \$30,000; Carter & Bauer, architects; Baldwin & Thomas, masons; Bingly, carpenter; E. D. Comly & Co., gas-fitters; Barry & Cushing, painters; Walworth & Co., steam.

Two four story brick and frame stores, 80 by 73 feet on State street. G. W. Snow, owner; cost \$3,000; Carter & Bauer, architects; Marcus mason; Marcus, carpenter; Brown & Wilder, gas-fitters; Barry & Cushing, painters.

Carter & Bauer have made plans for about \$10,000 of buildings in this division of which they have had no oversight.

A frame block on Clark street, for stores and residences, 40 feet in height; size 44 by 80. W. & G. Wright owners. Cost \$5,000; Olmsted & Nicholson, architects; J. Brown, plumber and gas-fitter; Marshall, carpenter.

A brick factory (addition) situated on Sedgwick street, 25 feet in height; size 72 by 90 feet; J. Garland, owner; cost \$3,000; P. A. Nicholson, architect; Loberg & Mortimer, masons.

Six two-story frame stores and dwellings each 19 by 35 feet, Waller, owner; cost \$10,000; W. H. Bayless, architect; J. E. Prince, contractor.

Four brick stores, three stories, with a cellar, 61 by 62 feet, on Madison street. James and Strong Wadsworth, owners; cost \$12,000; Matz & Gray, architects.

Pork and Slaughter House on the South Branch, Henry Milward, proprietor. It is built of brick, two stories high, with a cellar. Size

120 by 134 feet; cost \$25,000. It has a stationary engine house of brick, 22 by 50 feet, and a brick salt house, 22 by 50. The chimney is of iron. It is one of the most complete buildings of the kind in the country, having ample accommodations for killing fifteen hundred hogs per day. It fronts northward on the river and southward on the Archer Road. Matz & Gray, architects; C. & A. Price, masons; Menard & Robinson, carpenters; Pfeiffer, stone cutter.

A block of marble stores, nearly completed, on the corner of Lake street and Wabash avenue. Among the many splendid stores erected in the city during the past season, there are none perhaps that surpass these. The style of architecture, quality of material, workmanship, and especially its substantial foundation, so desirable in this city, render this block of particular interest and value. The design is claimed as original, and as well adapted to wholesale stores. It comprises three stores, two of which are built by John R. Mills. They are 48 by 140 feet, five stories high with basement; cost \$40,000. W. W. Boyington, architect; B. & C. D. Weeks, masons; Wilson & Hughes, plumbers; James Campbell, carpenter; Reese & Healy, painters.

The remaining one is built by Charles Follansbe. It is 24 by 140 feet, five stories, with a basement; cost \$16,000; Boyington & Wheelock, architects; D. D. Huddleston, carpenter; J. E. Reese, painter.

A four-story store on Clark street, of pressed brick, 25 by 81 feet. Cyrus Bentley, owner. Cost, \$8,000. W. W. Boyington, architect; W. H. Baldwin, mason; Wilson & Hughes, plumbers; John Sollitt, carpenter; Brown & Wilder, gas-fitters; Rollins & Gaylord, painters.

Eleven stores on the corner of Randolph and State streets, built of pressed brick, four stories high, 62 by 75 feet. F. Parmelee & Co., owners. Cost, \$55,000. W. W. Boyington, architect; Hambleton & Goodman, masons; Boggs & Son, carpenters; Heath & Hurd, painters.

Three stores, of pressed brick, five stories, with basement, 96 by 102 feet, on River street. Norton, Walter & Rogers, owners. Cost, \$40,000. W. W. Boyington, architect; B. & C. D. Weeks, masons; W. C. Deakman, cut-stone mason.

Two marble stores and dwellings, on South Water street, six stories high, with basement, 48 by 100 feet. Chas. B. Phillips, owner. Cost, \$35,000. Boyington & Wheelock, architects; Moss & Bro., masons.

Two stores of pressed brick, on South Water street, 25 by 130 feet, five stories high. Carter & Fisher, owners. Cost, \$12,000. Boyington & Wheelock, architects.

A frame sale-stable, on State street, two stories high, 40 by 180 feet. Cost, \$3,000. Wren & Perrin, owners. Boyington & Wheelock, architects; D. W. Clark, carpenter.

A frame store and dwelling, on State street, 25 by 50 feet, two stories high. Samuel Kay, owner. Cost, \$2,000. Boyington & Wheelock, architects.

A three-story brick store and dwelling, 25 by 80 feet, on State street, for Harlys & Pitt. Cost, \$4,000. Boyington & Wheelock, architects.

A building, situated on the corner of South Water and Franklin streets, for stores, mercantile offices, five stories high, with a cellar, built of Milwaukee pressed brick, with stone lintels and window caps, 120 by 53 feet; Col. E. D. Taylor, owner; cost \$40,000. F. E. Khale, architect; Moss & Bro., masons; Greenbaum, plumber; Thos. S. Forrest, carpenter; McGraw, plasterer; Reese & Healy, painters; Letz, wrought iron; Brown & Wilder, gas-fitters. The foundation of this building was a difficult one, one corner being twenty feet below the river level.

A building fronting on the corner of South Water and Lasalle streets, built of Milwaukee brick, five stories high, 50 by 50 feet; Geo. Steel, owner; cost \$26,000. F. E. Khale, architect; Mortimer & Loberg, masons and plasterers; Greenbaum, plumber; Lossner, carpenter; Granger, cast iron; Reese & Healy, painters; Clark & Son, wrought iron; Gerould & Bro., gas-fitters.

A brick store and dwelling two stories high with a cellar; 25 by 50 feet on Milwaukee plank road; Deaden, proprietor; cost \$2,300; F. E. Khale, architect; A. Easterbruck, contractor.

A two-story brick store 20 by 50 feet on Randolph street; Gerber, owner; cost \$2,300; F. E. Khale, architect; Bishop & Hummrich, masons.

A frame block, comprising eight stores and seventeen dwellings, two and three stories high; 150 by 231 feet. Lake and Jefferson streets; L. L. Baker, owner; cost \$20,000; F. E. Khale, architect; Cleveland & Russell, contractors and carpenters.

Two six-story marble stores 48 by 100 feet on Water street; C. B. Phillips, owner; cost, \$35,000; W. B. Olmsted, architect; Cleveland & Russell, carpenters.

Two two-story frame stores, 25 by 61 feet on Clark street; W. & T. Wright, owners; cost \$6,000; W. B. Olmsted, architect; W. Marshall, carpenter; J. Brown, gas-fitter.

RESIDENCES.

A MARBLE TERRACE is in process of construction on Michigan avenue, which, when completed, will comprise fourteen superb dwellings. The walls for ten of these dwellings are finished and roofed in, and the foundations for the eleventh are laid ready for its early erection the coming season. The following is the description of those now in progress:

One for F. C. Sherman, 28 by 60 feet, five stories high. Cost \$30,000.

One for F. S. Sherman, 26 by 60 feet, four stories high. Cost \$18,000.

One for Chas. Walker, 26 by 68 feet, four stories high. Cost \$18,000.

One for Wm. Bross, 26 by 50 feet, four stories high. Cost \$18,000.

One for John Sears, jr., 26 by 50 feet, four stories high. Cost \$18,000.

One for S. C. Griggs, 26 by 67 feet, four stories high. Cost \$18,000.

One for Tutill King, 26 by 73 feet, five stories high. Cost \$23,000.

One for Hugh T. Dickey, 26 by 65 feet, five stories high. Cost \$23,000.

One for Henry McAuley, 26 by 76 feet; four stories high. Cost \$20,000.

One for J. L. Clark, 26 by 53 feet, four stories high. Cost \$15,000. The walls of this residence were put up last year. It is now finished and occupied by the owner.

One for J. Y. Seamon, 28 by 113 feet, five stories high. Cost \$30,000.

Each of these residences has also a basement and cellar. W. W. Boyington is the architect of the entire structure. Carter & Miller are the masons and plasterers of the first nine and of the eleventh, and J. W. Hambleton of the remaining one. T. S. Sanford is the carpenter of the first and second enumerated, Hern & Mason of the third, fourth, seventh, eighth and tenth, and Boggs & Smith of the sixth. E. L. Comley & Co. are the gas fitters of the sixth, seventh and eighth. Heath & Hurd are the painters of the first, and Geo. Drake of the ninth. Levi W. Park cut-stone mason of the nine first, and the Illinois Stone Co. of the tenth. The site for this magnificent block was selected several years since, with a prospect that a block of pressed brick dwellings would then be erected upon it; but as all the different interests could not be concentrated the project remained quiet from year to year. Meanwhile, the owners becoming more wealthy, and the location more desirable, it was conceded by all the parties interested that nothing less than palatial marble fronts would comport with the value of the site and the style of building prevalent in the city.

The design is so far realized that we can point our friends and strangers to it as one of the most beautiful blocks of private dwellings which any city in the Union can boast. Its graceful proportions and harmonious style of architecture indicate the good taste and superior ability of the architect, as the elegant workmanship does the unsurpassed skill of Chicago mechanics.

A three story residence of pressed brick, 25 by 50 feet, on Wabash avenue, for H. H. Husted; cost \$10,000; Boyington & Wheelock, architects; Heald & Waterhouse, masons; Wilson & Hughes, plumbers; C. Freeland, carpenter; B. F. Chase, painter.

A three story residence of pressed brick, 25 by 50 feet, on Wabash avenue, for T. F. Cook; cost

\$10,000; Boyington & Wheelock, architects; Heald & Waterhouse, masons; C. Freeland, carpenter.

A marble residence three stories high, with a basement 27 by 50 feet, on Wabash avenue, for C. T. Wheeler; cost \$11,000; W. W. Boyington, architect; Samuel D. Walter, mason; James Brown, plumber; Dett & Lombard, carpenters; Gerould Bros., gas-fitters; Illinois Stone Co., cut-stone.

A marble residence three stories high, with a basement 27 by 50 feet, on Wabash avenue, for R. T. Gill; cost \$11,000; W. W. Boyington, architect; S. L. Walter, mason; James Brown, plumber; Dett & Lombard, carpenters; Gerould Bros., gas-fitters; Illinois Stone Co., cut-stone.

A three story marble building with a basement, 27 by 50 feet, on Wabash avenue, for Daniel Thompson; cost \$11,000; W. W. Boyington, architect; S. L. Walter, mason; James Brown, plumber; Dett & Lombard, carpenters; Gerould Bros., gas-fitters; Illinois Stone Co., cut-stone.

A two story residence of Milwaukee brick, 25 by 75 feet, on Wabash avenue, for Joel C. Walter; cost \$18,000; W. W. Boyington, architect; S. L. Walter, mason; Jas. Brown, plumber; Dett & Lombard, carpenters; Gerould Bros., gas-fitters; Illinois Stone Co., cut-stone.

A two story frame residence 35 by 75 feet on Wabash avenue, for A. Luddington. Cost \$7000. Boyington & Wheelock, architects; Wilson & Hughes, plumbers; J. Clark, carpenter.

A two story frame residence 35 by 75 feet on Wabash avenue, for M. A. Neef. Cost \$7,000. W. W. Boyington, architect.

A two story frame residence 24 by 50 feet on Wabash avenue for Wm. H. Adams. Cost \$4,000. W. W. Boyington, architect.

A three story marble residence 26 by 60 feet on Washington street, for Dr. N. S. Davis. Cost \$12,000. Boyington & Wheelock, architects; B. & C. D. Weeks, masons; Saunders & Heeney, carpenters.

A two story frame residence, 33 by 70 feet on North street, for James K. Burtis. Cost \$6,000. W. W. Boyington, architect; W. Goldie, carpenter.

Two residences of pressed brick, three stories and basement, 56 by 44 feet on Wabash avenue, for Peter Page. Cost \$25,000. W. W. Boyington, architect; James Brown, plumber; Heath & Hurd, painters.

Two marble residences three stories and basement, 75 by 50 feet on Wabash avenue, for J. W. Waughop. Cost \$25,000. Boyington & Wheelock, architects; B. & C. D. Weeks, masons.

A two story frame dwelling 25 by 50 feet on Buffalo street, for Wm. Piser. Cost \$2,500. W. W. Boyington, architect.

A block of three buildings with barns, on Wa-

bash avenue South of North street, each three stories high and 18 by 60 feet in size; cost \$1000. Jacob Harris, owner; E. Burling, architect; Greenbaum, plumber; Brown & Wilder, gas-fitters; Morrison & Sons, painters; Price & Deity, masons; Jacob Harris, builder.

A two story frame dwelling in progress on Michigan avenue, 26 by 82 feet; estimated cost, \$7,000; expended \$2,000; E. Burling, architect.

A three story brick residence in progress on Wabash avenue, 30 by 60 feet; estimate cost, \$16,000; expended \$13,000; E. Burling, architect.

A two story frame residence in progress on Wabash avenue; estimated cost, \$6,000; expended \$2,000; E. Burling architect.

A brick residence with stone front, on Wabash avenue; size 24 by 42 feet, with addition; height, three stories and basement; cost \$11,000. A. G. Burley, proprietor; Van Osdal & Bauman, architects; Heald and Waterhouse, mason; Wilder & Hughes, plumbers; S. Johnson carpenter; Brown & Wilder, gas-fitters; Thomson & Alston, painters; Illinois Stone Company, cut stone.

A two story frame residence with a basement, 26 by 44 feet on Michigan avenue, for E. L. Sherman; cost \$15,000. Van Osdal & Bauman, architects; Weadly & Co., masons; Wilson & Hughes, plumbers; A Booth, carpenter; Brown & Wilder, gas-fitters; Heath & Hurd, painters; Skelly, stone cutter.

A two story brick residence with a basement, on Wabash avenue, 50 by 38 feet, for P. Warner; cost \$10,000. Van Osdal & Bauman, architects; P. Warner, mason; Wilcox & Ballard, carpenters; Wolf & Co., stone cutters.

Two two-story frame cottages 22 by 58 feet each on Wabash avenue, for G. P. Adams; cost \$9,000; Carter & Bauer, architect; W. Barker, mason; Jas. Brown, plumber; J. J. Lape, carpenter; Barker, plasterer; James Brown, gas-fitter.

A two-story brick residence, 30 by 65 feet, on Wabash avenue, for E. H. Haddock; cost \$18,000; Carter & Bauer, architects; Manning, mason; Rice, carpenter; Manning, plasterer; Walworth & Co., gas fitters; Barry & Cushing, painters; Walworth & Co., steam.

A four story marble residence, 24 by 40 feet on Wabash avenue, for T. V. Chamberlain; cost \$9,000; Carter & Bauer, architects; Waulbaum & Deakling, masons; Wilson & Hughes, plumbers; Boggs & Smith, carpenters; White & Thomas, plasterers; Jas. Brown, gas-fitter; Barry & Cushing, painters.

Two four-story marble residences, 20 by 62 feet each, on Wabash avenue, for J. H. Kedzie; cost \$24,000 each; Carter & Bauer, architects; Henry Cobb, mason; Greenbaum & Bro., plumbers; Parker & Moody, carpenters; White &

Thomas, plasterers; C. L. Comly [& Co., gas fitters; C. Hammer, painter.

Three two-story frame cottages, 22 by 58 feet each, on Wabash avenue, for R. S. King; cost \$11,000; Carter & Bauer, architect; Baldwin, Mason; Rafkin, plumber; Baker & McEwen, carpenters; Baldwin, plasterer; D. Brobban, painter.

A residence of brick and cut stone, 40 feet in height, 64 by 68 feet on Washington and Union Park, for S. S. Hayes. Cost, \$20,000. Olmsted & Nicholson, architects; J. Cotter, mason; Greenbaum, plumber; P. Healy, carpenter; Donahue & Fitzmorris, plasterers; R. McFarlane, gas-fitter.

A frame residence, thirty-one feet in height, 40 by 48 feet, in South Division, for H. Knights. Cost, \$2,900. P. A. Nicholson, architect.

Two frame dwellings, 29 feet in height, 41 by 48 feet, on Adams street, for E. M. Cunnel. Cost, \$2,700. P. A. Nicholson, architect.

A frame residence, 28 feet in height, 29 by 53 feet, on Wabash avenue, for F. H. Hannah. Cost, \$2,000. P. A. Nicholson, architect.

A two story frame residence, 24 by 57 feet, on Wabash avenue, for J. Denister. Cost, \$4,000. W. B. Olmsted, architect; A. Grannis, contractor.

A two story brick residence, 44 by 72, for G. W. Gilson. Cost, \$22,000. W. B. Olmsted, architect; J. Foot, contractor.

A two story frame residence, 40 by 60 feet, on Wabash avenue. R. M. Mitchell & Co., owners; cost \$4,000; Matz & Gray, architects; Hughes & Wilson, plumbers; James Allen, carpenter; McGraw, plasterer; Comly, gas fitter.

A two story frame residence, 24 by 26 feet, with addition 21 by 18 feet, on Wabash avenue, for Rev. Mr. Shippen; cost 2,700; Matz & Gray, architects; Vreeland, carpenter.

Four brick residences, three stories high, with a basement, 100 by 50 feet, with an addition, on Wabash avenue, for J. M. Turner, J. T. Edwards, Leroy Church and Keene; cost \$33,000; Matz and Gray, architects; Charles Basbie, mason; James Allen and Vreeland, carpenters; Peter Wolf & Co., stone cutting.

A two story frame residence, 24 by 34, with addition 18 by 18 feet, for T. D. Owen; cost 2,100; Matz and Gray, architects; Houghton, carpenter.

A two story brick residence, 24 by 40 feet, on Wabash avenue, for Livingston; cost \$3,500; Carter & Bauer, architects.

A two story brick residence 28 by 60 feet, on Indiana avenue, for S. B. Pomeroy; cost \$15,000; Carter & Bauer, architects; Deitz & Price, masons; Wilson & Hughes, plumbers; Hammett & Brother, plasterers; Brown & Wilder, gas-fitters; Walworth & Co., steam.

A two story brick residence, 28 by 60 feet, on Michigan avenue, for C. B. Brown; cost \$16,000;

Carter & Bauer, architects; C. & B. D. Weeks, masons; Greenbaum, plumber; Boggs & Smith, carpenters; White & Thomas, plasterers; Brown & Wilder, gas fitters; Heath & Hurd, painters; Walworth & Co., steam.

A four story marble residence, 29 by 104 feet, on Michigan Avenue, for W. H. Brown; cost \$28,000. Carter & Bauer, architects; Lawrence & Hinchliff, masons; Wilson & Hughes, plumbers; T. Johnson, carpenter; White & Thomas, plasterers; Brown & Wilder, gas-fitters; Barry & Cushing, painters; Walworth & Co., steam.

A two story frame cottage, 24 by 60 feet, on Michigan Avenue, for R. D. Holt; cost \$8,000. Carter & Bauer, architects; M. D. Baldwin, mason; Ruffin & Son, plumbers; James & Plumsted, carpenters; Baldwin, plasterer; Brown & Wilder, gas-fitters; Barry & Cushing, painters; Walworth & Co., steam.

A two story frame cottage, 37 by 100 feet, on Michigan Avenue, for S. B. Cobb; cost \$7,500. Carter & Bauer, architect; M. D. Baldwin, mason; James Brown, plumber; J. Solitt, carpenter; White & Thomas, plasterers; Brown & Wilder, gas-fitters; Barry & Cushing, painters.

Two two-story frame residences, 40 by 36 feet, with addition, on Adams street, for George P. Goodwin. Cost, \$3,000. Matz & Gray, architects; Woolacott, mason; T. A. Rubel, plumber; Woolacott & Adams, carpenters; T. Comly gas-fitter.

A two-story frame residence, on Edina place, 25 by 50 feet, for Max M. Gerstley. Cost, \$2,900. Matz & Gray, architects; McGraw, mason; Allen Clark, carpenters; Livingston, gas-fitter.

Two brick residences, three stories and a basement, 50 by 40 feet, on Edina place, for Mr. Walker. Cost, \$14,000. Matz & Gray, architects; Chas. Busbie, mason; Peter Wolf & Co., stone cutting.

A two-story frame residence, with stone basement, 32 by 25 feet, on Edina place, for W. B. H. Gray. Cost, \$2,500. Matz & Gray, architects; B. Bailey, carpenter.

Seven two-story frame dwellings, 18 by 32 feet each, on Edina place, for Walker. Cost, \$10,000. W. H. Bayless, architect; J. C. Prince, contractor.

A reliable correspondent assures us that on the west side of the river at least 2,000 residence buildings have been erected during this year, at a cost of over \$250,000.

North Division.

BUSINESS BLOCKS AND BUILDINGS.

Three four story brick stores, 20 by 162 feet each on North Water street. G. W. & J. Q. Adams, owners. Cost, \$23,000. Carter & Bauer, architects; Malcom & Grant, masons; James Brown, plumber; Cleveland & Russell, carpenters; Jas. Brown, gas-fitter; Dan Brobson, painter.

Seven three story brick stores, 20 by 100 feet, on Michigan and Dearborn streets. Lake & Brown, owners. Cost, \$28,000. Carter & Bauer, architects; Mortimer & Loberg, masons; Pow-

ers & Boyce, carpenters; Brown & Wilder, gas-fitters; Dan Brobson, painter.

A three story frame store, 20 by 80 feet, on Michigan and Dearborn streets. Lake & Brown, owners. Cost, \$4,000. Carter & Bauer, architects; Page & Warner, masons; Baker & McEwen, carpenters.

Frame stores and dwelling, two stories, 100 by 60 feet, on North Clark street; S. H. Kerfoot & Co., owners; cost \$7,000; Boyington & Wheelock, architects.

A brick warehouse on Kinzie street; cost \$15,000; W. W. Boyington, architect; W. Marshall, carpenter.

A stone blacksmith shop with a slate roof, 63 by 72 feet, on North avenue, for John S. Wright; cost \$5,000; Matz & Gray, architects; Grant & Malcolm, masons; Menerd & Robinson, carpenters; Refinot, stone cutting.

RESIDENCES.

A three story brick residence, 21 by 40 feet, on North LaSalle, for T. Moss; cost \$3,000; F. E. Khale, architect; Ewing, carpenter.

Five two-story frame buildings, 100 by 40 feet, on Market and Ontario street, for Loberg; cost \$4,000; F. E. Khale, architect.

A two-story frame residence, 36 by 48 feet, at Lake View, for E. D. Huntley; cost \$3,000; W. H. Bayless, architect; E. Isbell, contractor for the whole.

A two story frame residence, 40 by 66 feet, on Huron street, for Wm. T. Barrow, cost \$5,000. Boyington & Wheelock, architects; Donahoe & Fitzmorris, masons; Rubel Bros. plumbers; Jas. Smith, carpenter; Brown & Wilder, gas-fitters; J. Orton, painter.

Two frame dwellings on Kinzie street, Kennedy & Brady, owners; cost \$5,000. W. W. Boyington, architect.

A two and a half story Gothic dwelling, 30 by 70 feet, on Superior street, for J. B. Sheridan. Cost \$4,000. O. H. Matz, architect; Harriot & McDonald, contractors; Brown & Wilder, gas-fitters; W. B. Hamilton & Co., plumbers; Barry & Cushing, painters.

A two and a half story frame gothic cottage, 26 by 42 feet, on Hinsdale street, for S. S. Greeley; cost \$2,100. Matz & Gray, architects; Wm. Porter, carpenter.

A two story frame residence, 40 by 65 feet, on Indiana street, for Dr. Wm. B. Herrick; cost \$5,000. Matz & Gray, architects; McGraw, mason; McFarlane, plumber and gas-fitter; James Allen, carpenter; Heath & Hurd, painters.

A two and a half story frame gothic cottage, 30 by 60 feet, on Superior street, for Wm. Sheridan; cost \$3,400. Matz & Gray, architects; Harriott & McDonald, carpenters.

A two story frame residence, 21 by 40 feet, on Hinsdale street, for F. Murphy; cost \$2,400. Matz & Gray, architects; Rubel Brothers, plumbers; A. Swander, carpenter.

A two and a half story frame residence, 27 by 45 feet, on Hinsdale street, for Wm. H. Clarke; cost \$2,200. Matz & Gray, architects; Brownfield & Bierman, carpenters.

A two story frame residence, 21 by 40 feet, on Wells street, for F. Murphy; cost \$2,200. Matz

& Gray, architects; Rubel Bros. plumbers; A. Swander, carpenter.

A two story frame residence, 25 by 61 feet, for T. Nyman; cost \$4,500. W. B. Olmsted, architect; J. Smith, carpenter; J. Brown, gas-fitter.

A double two story frame Cottage, 44 by 50 feet, on Indiana street, for F. A. Grand. Cost \$5,000. Carter & Bauer, architects; J. Apel, mason.

Two three story brick residences, 20 by 40 feet on Indiana street, for F. Hoffman. Cost \$5,500. Carter & Bauer, architects; Walbaum & Deakling, masons; Greenbaum, plumber; J. Watson, carpenter; Lamparter, gas fitter.

A two story frame residence, 28 by 50 feet, corner of Pine and Superior streets, for Mrs. J. H. Collins. Cost \$7,000. Carter & Bauer, architects; W. Barker, mason; Hubbel, plumber; Hern & Mason, carpenters; Comley & Co., gas fitters.

Two three story brick residences, 20 by 40 feet, on Indiana street, for F. A. Grand, to be finished this winter. Cost \$5,000. Carter & Bauer, architects; Mortimer & Loberg, masons; Greenbaum, plumbers; James Plumsted, carpenter.

A three story brick residence, 24 by 36 feet on Ohio street, for Mr. Schaub, to be finished this winter. Cost \$3,500. Carter & Bauer, architects; Malcom & Grant, masons.

A two story frame residence, 24 by 50 feet, on Ohio street, for P. Groll. Cost \$3,000.

A three story frame residence at Lake View, 24 by 60 feet. Cost \$6,000. E. Burling, architect.

A one story frame dwelling at Lake View, 34 by 36 feet. Cost \$1,500. E. Burling, architect.

A two story frame dwelling on North Dearborn street, 24 by 50 feet. Cost \$3,200. E. Burling, architect.

A two story frame dwelling on Erie street, 2 by 60 feet. Cost \$3,300. E. Burling, architect.

A three story brick residence, corner of Rush and Huron streets, 52 by 60 feet. Cost \$24,000. E. Burling, architect.

A two story brick residence, 50 by 74 feet, in progress, on the corner of Cass and Ohio streets. Estimated cost \$20,000. Expended \$12,000. E. Burling, architect.

Two three story brick residences corner of Pine and Ohio streets, 25 by 50 feet. Cost \$13,000. E. Burling, architect.

A two story frame residence on Rush street, 26 by 70 feet. Cost \$3,500. E. Burling, architect.

A two story frame residence on Indiana street, 24 by 60 feet. Cost \$4,400. E. Burling, architect.

Two three story brick residences in progress on Wolcott street, 22 by 40 feet. Estimated cost

\$9,000. Expended \$4,000. E. Burling, architect.

A two story brick residence on Wolcott street, 23 by 55 feet. Cost \$6,000. E. Burling, architect.

A three story brick residence, on Lasalle st., 20 by 38 feet, for John Portman. Cost, \$4,000. Van Osdel & Bauman, architects; Donnel, carpenter.

A two story brick residence, with a basement, on Lake View Plank road, 43 by 50 feet, for Chas. V. Doyle. Cost, \$18,000. Van Osdel & Bauman, architects; Grant & Malcom, masons; Wilson & Hughes, plumbers; Campbell, carpenter; Comly, gas-fitter; P. Rofinot, stone cutter.

West Division.

BUSINESS BLOCKS AND BUILDINGS.

Two four story stores and dwellings, on West Lake street, of pressed brick, 50 by 50 feet. Rev. S. P. Skinner, owner. Cost, \$15,000. Boyington & Wheelock, architects; Peter Button, mason; Rubel Bros., plumbers; Ewing & Easton, carpenters; Gerould Bros., gas fitters.

A steam flour mill, on Canal street. Woodworth, James & Co., owners. It is built of stone, three stories high, with a cellar, 36 by 60 feet. It has a brick engine house and a chimney 100 feet high. Cost, \$12,000. Matz & Gray, architects; T. Hanley, mason; H. Bliss, mill wright; Rofinot, stone cutter.

Three two story frame stores, 20 by 40 feet, on Lake street, R. S. King, owner. Cost, \$3,400. Carter & Bauer, architects; Abbe & Holden, carpenters.

RESIDENCES.

A two-story brick residence, 58 by 73 feet, for S. S. Hayes. Cost, \$30,000. W. B. Olmsted, architect; Carter, mason; Greenbaum, plumber; Sealy, carpenter; Donahoe, plasterer; McFarlane, gas-fitter; Heath & Hurd, painters.

A two-story frame residence, 25 by 59 feet, on Washington street, for W. T. Miller. Cost, \$5,000. W. B. Olmstead, architect; Cleveland & Russell, contractors.

A two-story brick carriage-house, 30 by 36 feet, for S. S. Hayes. Cost, \$6,000. W. B. Olmstead, architect; Morse & Bros., masons; Greenbaum, plumber; Cleveland & Russell, carpenters; McFarlane, gas-fitter; Heath & Hurd, painters.

A two-story brick library to S. S. Hayes' residence. Cost, \$7,000. W. B. Olmsted, architect; Morse & Bros., masons; Greenbaum, plumber; Cleveland & Russell, carpenters; McFarlane, gas-fitter; Heath & Hurd, painters.

A two-story frame dwelling, for Russell. Cost, \$4,000. W. B. Olmsted, architect; Russell, carpenter.

Two brick residences on Green street, for R. Stewart, 35 feet in height, 50 by 38 feet; cost

\$5,000. P. A. Nicholson, architect; Wood & Chow, masons; W. T. Sollitt, carpenter.

Two frame dwellings, 26 feet in height, each 20 by 35 feet, in West Division, for J. Allen; cost \$1,900. P. A. Nicholson, architect; J. Allen carpenter.

A frame dwelling, near Bull's Head, 36 feet in height, 44 by 62 feet for C. H. Harrison; cost \$5,000. P. A. Nicholson, architect; J. Allen, carpenter.

A frame residence, near Bull's Head, 36 feet in height, 44 by 62 feet, for Benj. Bradley; cost \$5,500. P. A. Nicholson, architect.

A two story frame dwelling, 44 by 70 feet, on Cottage Grove avenue, for N. S. Bonton; cost \$5,000. Boyington & Wheelock, architects.

Five three story brick residences 100 by 40 feet, corner of Van Buren and Aberdeen, for Reynolds & Ely; cost \$16,000. W. W. Boyington, architect; Page & Warner, masons; M. & J. Greenbaum, plumbers; S. Johnson, carpenter; Comley & Co., gas-fitters.

Two two story frame dwellings, 32 by 63 feet, on Randolph and Morgan streets, for Lind & Fowler; cost \$5,000; Boyington & Wheelock, architects.

A two story residence of pressed brick, 61 by 38 feet, corner of Sangamon and Jackson streets, for F. B. Gardner; cost \$30,000. Boyington & Wheelock, architects.

Two two story frame cottages, 20 by 30 feet each, on Cottage Grove avenue, for Howes; cost \$1,400; F. E. Khale, architect; Vanhorn contractor and carpenter.

A three story brick residence, 20 by 40 feet, on Rolker street, for Mortimer; cost \$2,500; F. E. Khale, architect; Mortimer, mason; Sollitt & Brother, carpenters.

A two story frame residence, 25 by 40 feet, on Warren street, for E. T. Banker; cost \$4,000; W. H. Bayless, architect; Hern & Mason, contractors.

A two story frame residence, with cellar, 40 by 45 feet, near Union Park, for W. Hull; cost \$6,000; Matz & Gray, architects; J. Clark, carpenter.

A two story frame residence, 39 by 43 feet, on Ashland Addition, for Honore, Bradley & Hall; cost \$4,500; Matz & Gray, architects; J. Clark, carpenter.

A two story frame residence, 25 by 36 feet, with addition, on the corner of Paulina and Washington streets, for T. Lamb; cost \$2,500; Matz & Gray, architects.

A two-story frame cottage, 26 by 50 feet, on Carpenter street, for W. Osborne; cost \$6,000; Carter & Bauer, architects; J. Ward, mason; Greenbaum & Bro., plumbers; Daniels, carpenter; Ward, plasterer.

A double two-story frame residence, 44 by 56 feet, on May street, for J. A. & J. H. Bross; cost \$5,500.

A two-story frame cottage, 22 by 40 feet, on Lake street, for Singer; cost \$3,200.

A two-story frame house and store, 20 by 40 feet, on Blue Island avenue, for Iglehart; cost \$3,000; Carter & Bauer, architects.

A two-story residence built of Milwaukee brick, 27 by 60 feet on Washington street, for D. S. Lake; cost \$14,000; Carter & Bauer, architects; Walbaum & Deakling, masons; Greenbaum & Bro., plumbers; J. Sollitt, carpenter; Wallworth & Co., steam.

In this Division Carter & Bauer have made plans for about \$6000 worth of buildings of which they have not had the oversight.

A two story brick residence, with basement, on Reuben street, 46 by 44 feet, with a wing, for H. Honore; cost \$16,000; Van Osdel & Bauman, architects; Clark, mason; Stephens, carpenter; Heath & Hurd, painters; Fanning & Co., stone cutters.

Two three story frame dwellings on stone foundation, on Lake street, 40 by 46 feet, for Jas. Wilson; cost \$4,500.

A two story brick residence with a basement, on Sangamon street, 26 by 44 feet, for A. G. Throop; cost \$12,000; Van Osdel & Bauman, architects; Heald & Waterhouse masons; John Sollitt, carpenter; Deakman, stone cutter.

A two story frame residence, 26 by 40 feet, for G. Marsh; cost \$9,000; Van Osdel & Bauman, architects; S. Johnson, carpenter.

Recapitulation.

SOUTH DIVISION— Business Blocks.	Residences.	Total.
\$1,635,500	\$723,300	\$2,358,800
NORTH DIVISION— Business Blocks.	Residences.	Total.
\$103,000	\$21,800	\$341,300
WEST DIVISION— Business Blocks.	Residences.	Total.
\$33,400	\$134,500	\$242,900
Hotels, &c., in different parts of the city.....		\$315,000
Churches, Seminaries Academies, etc.....		311,700
Improvements by Water and Gas Works.....		207,000
1500 buildings in various parts of the city, not reported averaging \$1,000 each (estimated).		1,500,000
Improvements reported by the City Superintendent.....		271,434
Other city improvements.....		156,400
Total cost of improvements for 1856.....		\$5,708,624
Cost of improvements in 1855.....		3,733,254
Increase of improvements over 1855.....		\$1,973,370

Outside Improvements.

We mention the following buildings for which plans have been furnished by resident architects, which of course are not included with the improvements of this city:

By P. A. Nicholson—Knox Female College, at Galesburg, 60 feet in height, 164 by 70 feet. \$30,000.

Brick and Stone Residence at Ottawa, for Wm. Reddick. Height 50 feet, 64 by 55 feet. \$25,000.

A Brick and Stone Residence at Madison, Wis., for Julius White. Height 36 feet, 36 by 49 feet. \$10,500.

A Brick Residence at Burlington, Io., for Dr. J. Tallant. Height 31 feet, 40 by 36 feet. \$3,700.

BOYINGTON & WHEELOCK.—Newhall House at Milwaukee. \$125,000.
 Brewster House at Freeport. \$28,000.
 Dwelling for O. Taylor, Freeport. \$5,000.
 Lombard University, Galesburg. \$25,000.
 Residence for E. Loutard, Galesburg. \$12,000.
 Universalist Church, Joliet. \$20,000.
 Episcopal Church, Joliet. \$5,000.
 Residence for H. Fish, Joliet. \$4,000.
 Residence for S. P. Skinner, Winetka. \$2,000.
 Residence for R. B. Masou, Winetka. \$1,500.
 Baptist Church at Quincy. \$25,000.

Improvements Contracted For.

BY W. B. OLMSTED.

A large first class hotel on State street, corner of Madison. To be built of stone, 180 by 180 feet, six stories high. Cost, \$800,000. B. S. Morris, proprietor. The contracts for this building will be let within a few days, and it will require two years in which to complete it.

A two and a half story brick residence, 42 by 52 feet, at Cottage Grove, for J. Cowles. Cost, \$10,000.

Market Hall, South Division—a two story stone building, 60 by 180 feet. Cost, \$45,000.

Insane Asylum—to be located thirty-four miles south of the city—a three story brick building, 40 by 212 feet. Cost, \$50,000.

Carroll County Court House. Cost, \$22,000.

Presbyterian Church at Belvidere. Cost, \$10,000.

A residence for G. Williams, at Davenport. Cost, \$8,000.

CUSTOM HOUSE.—This edifice will be located on Dearborn street. It will be built of stone, three stories high, and 80 by 120 feet. Cost, \$175,000. W. B. Olmsted, architect; Jones, contractor.

S. L. Baker and Dr. Graham have contracted to be built on the corner of West Lake and Jefferson streets, 14 stores, to cost \$40,000.

CONCLUSION.

We have thus traced the improvements of Chicago through the year now closing. It will be seen that, unparalleled as was the progress of the previous year, and fabulous as it doubtless appeared to distant spectators, it lags *half its length* behind that of eighteen hundred and fifty-six.

The length of this article, and the wealth of the materials have compelled us to the most chastened style of description. Of a large majority of the most elegant business blocks and residences, we give only the sharp and angular outlines of dimensions, material and cost. No one can appreciate either their beauty or their amplitude without a personal and detailed examination.

A resident of our city who should now return after a year's absence, would share in the bewilderment of the renowned sleeper of the Hudson. Standing at the head of one of our principal business streets, and looking down the busy thoroughfare, he would see on either side noble marble and iron fronts, alternating in stately succession, blending in their architecture feudal strength with modern grace, in grand and lofty keeping with the deep and world-wide traffic which surges unceasingly between them.

Passing into the resident portions, princely dwellings, with costly and tasteful grounds, would surprise him at every step, while the confused masses of building material which strew and encumber those thoroughfares would add their sober and intelligible prophecy of a future growth, before whose splendor even that of the past will pale. With such accelerated

speed, and with so firm and assured a tread, does Chicago move up to the rank of the second city of the continent.

[From Daily Democratic Press, Dec. 9.]

Loss of Property on the Lakes in 1856.

The loss of property is immense—altogether beyond what had been anticipated. We have no means of ascertaining accurately the loss; but from a statement made in the Buffalo papers, it appears that Capt. Dobbin, Secretary of the Lake Association of Underwriters, estimates the loss at over *four millions of dollars*. In 1843 the losses were \$404,830; in 1849, \$341,250; in 1850, \$544,440; in 1851, \$730,515; in 1852, \$991,015; in 1853, \$854,350; in 1854, \$2,187,825; in 1855, \$2,797,829. Here is a tax upon the commercial interests of the West with a vengeance; and one, too, we fear, if it continues, that will materially damage them. In nine years we have paid the penalty of imperfect harbors to the tune of about *thirteen million dollars*—and increasing every year, not to speak of the loss of some thousands of human lives.

A glance at the record we have made will show that nine-tenths of the disasters of the present year have occurred from the want of harbors on the Lakes, or from imperfect harbors, obstructed rivers, and sand bars. In vain has the commercial public appealed to the Federal Government for aid to improve our rivers and harbors. It has been too keenly following the scent of Southern popularity to attend to the legitimate interests of the young and vigorous West. Our richly freighted vessels have been dashed to pieces, and our seamen hurried into watery graves, before the very eyes of statesmen who have been criminally indifferent to the fate of both, and in close league with those who have taken every opportunity to record their votes and raise their voices against one dollar being appropriated to protect that commerce and those lives.

Take our own harbor as an example. Not a storm occurs but thousands of dollars are sunk at our bars, or dashed to pieces against our piers and breakwaters. The loss this year alone exceeds sixfold what was wrung from Congress at the last session over the President's veto. The sum received from Congress is altogether insufficient to secure a harbor for our commerce worthy of the name. If Congress refuses to add to that sum, the city and the mercantile public will be required to do so. Harbors we must have, or proclaim to the world that our commerce has reached its highest point.

Lives Lost on the Lakes in 1856.

Date.	Vessel.	Lives lost.	How lost.
June 7.	Bark Oxford.....	5	Wrecked.
May 1.	Bark Morgan.....	1	Overboard.
May 8.	Schr J. Burch.....	1	"
June 11.	Schr Augusta.....	1	Fell from mast.
July 23.	Stmr Northern Indiana.....	40	Burned.
Aug. 1.	Brig Cuyahoga.....	5	Capsized.
	Schr Ospray.....	1	Fell into hold.
12.	Schr William.....	1	Overboard.
13.	Schr Cincinnati.....	1	"
26.	Schr Storm Spirit.....	1	"
Sept. 13.	Schr Fashion.....	1	"
23.	Schr Caledonia.....	8	"
24.	Schr Ohio.....	1	Foundered
25.	Stmr Niagara.....	50	Burned.
Oct. 1.	Schr Caledonia.....	1	Overboard.
14.	Schr Happy-Go-Lucky.....	1	"
27.	Prop Toledo.....	50	Foundered.
Nov. 12.	Schr Ellen Gilmore.....	5	Wrecked.
	Prop J. W. Brooks.....	27	Foundered.
14.	Schr S. V. Ayer.....	15	"
15.	Prop Wisconsin.....	1	Burst stm pipe.
16.	Stmr Superior.....	35	Wrecked.
19.	Prop B. L. Webb.....	1	Frozen.
25.	Schr Col. Cook.....	1	Overboard.
27.	Schr Cherokee.....	14	Foundered.
29.	Yacht.....	3	Capsized.
Dec. 8.	Stmr Golden Gate.....	1	Wrecked.

Lives lost.....274

ANNUAL REVIEW

OF THE

COMMERCE OF CHICAGO FOR 1856.

The history of the world for the last twelve months, commercially considered, has been in most respects one of reaction. The great disturbing causes which for the two or three years past have combined to unduly influence, through arbitrary and ruinous interruptions in some cases, and temporary over-stimulus in others, the natural and healthy conditions of trade, and its relations to manufacturing and producing industry have been in a great measure removed. The results, destructive to inordinate profits in the one case, are in the other, and by far to the larger extent, a guarantee of returning protection and encouragement most welcome to the general welfare and to the greatest possible good. In the late belligerent attitude of the great nations of Europe, the United States found a source of increased profit in the improved demand for her breadstuffs and provisions, and while producers were thus especially benefited, numerous other branches of business were indirectly more or less unfavorably affected. With the return of peace came that inevitable change in the relations of the world which has conspired, in this country at least, to mark the year that has just expired as one of comparative retrogradation and decline.

At the centre and head of a territory pre-eminently agricultural, and whose resources are as yet mainly dependent upon the productions of the soil, Chicago has been regarded as especially liable to be seriously affected by the changed condition of the times. Many serious forebodings have been entertained at her expense, and numerous prophecies of her unhappy embarrassment recorded. It is not of course to be denied that the income of the country, and to a certain extent of the city which sits its queen, has been vastly reduced from what it might have been had the extreme prices of the previous season been realized for her millions of bushels of grain. It is nevertheless equally true, that the conditions of her permanent prosperity do not depend upon the existence of a continually inflated market, inordinate and ex-

treme prices of produce, or upon any element of vitality which can only be nourished at the expense of other communities, foreign or domestic. Her position is happily such that it induces and secures a reciprocity of benefits, and contains within itself, to an unlimited extent, the essential requisites to progress and prosperity. We are happy in being able to present to our readers, in the facts and figures which follow, ample evidence that the claims of our city to commercial supremacy are built upon no idle pretensions or baseless foundations, but that they are at this moment more confident and incontrovertible than ever before.

Our last Yearly Review found us at the close of a most prosperous season. The crops of the country had been liberal both in quality and quantity, and prices had been the most remunerative ever experienced. Health and prosperity reigned throughout the land, the pecuniary embarrassments of previous seasons had been almost entirely recovered from, and the general condition of the whole country was most flourishing. The happy consequences of such a condition of things is not soon lost or dissipated, and while in some respects the season just closed has afforded a contrast to the one preceding, yet the reverse has been less felt and easily sustained. In prices, last year closed at an extreme range far above what can be safely or reasonably anticipated in the average market. The movement of the season just closed has been gradually and steadily downward. Of course a heavy loss has been sustained, and that portion of it which has accrued in transitu between producer and consumer falls heavily upon the business community. Operators and dealers have been forced into close margins, and those most frequently upon the losing side. The selling policy has generally proved most successful, though of course the gain to one party has been but an equal loss to the other. High views or faith in old prices, whether entertained by farmers or merchants, have inevitably resulted in loss, and the more obstinately

persisted in the more expensive has proved the indulgence.

While our city has thus been compelled to share in the general loss, it is believed that it is to a moderate extent only, and certainly not to a degree that disastrously, or if we credit the evidences about us, even sensibly affects her prosperity. Among our business men but few failures have occurred, and as a general thing engagements have been promptly met or provided for. While we are proud in the possession of a community of young, ambitious and honorable merchants, whose equal cannot be challenged from any city in the Union, the manner in which they have met and passed the ordeal of the last season cannot but be regarded as conclusive evidence of their talent and standing as merchants and as men.

Meanwhile, there are not wanting abundant and satisfactory proofs that our city has not only escaped any real or even temporary embarrassment, but that on the other hand she has made a positive and most wonderful progression in wealth, power and prosperity, and it is to a few of the vouchers for these facts that we wish presently to call attention. In these respects the most sanguine expectations of her friends have been more than realized. It is not proposed to enter into a detailed argument to prove that the prosperity of Chicago is not of that mushroom and inflated character which is liable to collapse at a moment's warning, and involve its friends and enemies in a common ruin, nor to combat the honestly entertained opinions of those who see in the rush and hurry of business, the enormous rents, the extensive outlay in buildings and improvements, and the apparent headlong pace at which everything moves, only the sure precursor to final and speedy annihilation. We have before advanced the position that the country tributary to Chicago is in all the elements of permanent and progressive prosperity comparatively far ahead of the city itself, and the figures which we present to-day may be regarded as so many evidences of the truth of the statement. And if this indeed be true, as we doubt not it is the conviction of every well-informed man familiar with the relative position of city and country, then there is at least no present danger to be apprehended, and the wonderful growth of which we are daily witnessing may be safely regarded as healthy and permanent as it is rapid and unprecedented. But it is not our intention to waste words upon theories or speculations. Within our borders no actual eye witness can fail to observe the numerous signs of prosperity which arrest the attention on every corner, and as to the character of the basis which serves as a foundation for all this life and animation, argument is quite unnecessary; facts and figures will speak for themselves.

It will hardly be deemed necessary to review the superior position of Chicago as a commercial centre, or to dilate upon the already intimate and rapidly augmenting relations which she bears to the surrounding country, nor to descant upon the magnificent extent and capacity of all that region of which she is undoubtedly destined to be the chief emporium. The obscurity which shrouded her earlier years has long since vanished, and she now stands the acknowledged rival of the proudest cities on the globe. Every year adds to her material wealth and importance, to the extent and perfection of her communications, and to the facilities for the transaction of business, and the accommodation of trade. Her population is annually increased by many thousands, her manufactories, stores and palaces are reared at the investment of yearly millions of dollars, and her receipts of produce are annually swelled by millions of bushels.

During the year but just closed not a little progress has been made in the inception of new enterprises or in the advancement and completion of those previously undertaken, whose influence upon the present and prospective business of our city is most flattering. To the North our iron arms have been still further elongated toward the mineral deposits of Lake Superior and the country tributary thereto. The companies here established for the manufacture of iron, alluded to in our last review, have been steadily progressing with their preparations for active business, and have a large share of their machinery in readiness for erection and employment early in the coming spring. To the south new coal-beds of superior quality and within easy reach have been opened, and promise to afford a plentiful and cheap supply of the all-useful fuel. Further on our railroad connections have been more nearly completed which are soon to place us in short and rapid communication with New Orleans and the Gulf of Mexico. To the West the iron horse has left behind the Mississippi, and is urging his way further onward toward the Rocky Mountains and the Pacific Ocean. To the East an entirely new iron highway of a thousand miles in length has contributed another and most important link in the chain of our connections with the old Atlantic and over the broad bosom itself of that Atlantic, our restless city, spurning further restraint, has sent the first white sail of an interior commerce which knows no rival, laden from her own port with the earnest of that golden produce which is yet to prove a reality more tempting than the wildest dream of the wildest Argonaut.

It would doubtless be a severe tax upon the credulity of a great portion of the world who know not Chicago, to ask them to believe one-half of what her intimate acquaintances are ready to claim in her behalf. We are far from wishing to trespass upon the patience of this

class of persons, yet it is due to those who for themselves or for their children would know something of this land of promise, that a few hints should be given them, hints which though possibly subjecting the giver, as in case of the bearer of unappreciated intelligence in the olden time, to the imputation of being "beside" himself, are nevertheless the "words of truth and soberness." In this age of steam it is difficult to set a reasonable bound to what may not be the future of Chicago. A country so rich in mineral and cereal production as the Valley of the Mississippi, will, and must have, at whatever cost, an easy and uninterrupted communication with the rest of mankind. Less cannot be dispensed with; more is not required. The completion of the Pacific Railroad can be regarded but as a matter of time. One of its principal branches, it not the trunk itself, will terminate at this city. Numerous routes to all points North and South are even now nearly completed. Direct navigable communication with the Atlantic, and with all the seaports of the world, will be the next and only remaining necessity, a necessity which must sooner or later, at whatever cost, be satisfied. The shadow of coming events points more and more plainly to a grand Northern route of egress as indispensable to the existence of this great, growing, grain-producing North-West. The Grand Trunk Canadian Railway is a creation of this necessity. It is a movement in the required direction, a pioneer in the great crowning work, which will at no very distant day be undertaken and carried to successful completion by the combined energies of the Nations. When the Pacific shall have been opened to our doors on the West, and the Atlantic on the East, when the trade of the Indies on the one hand and of Europe on the other, shall be enabled to meet and flow in successful competition through this the most fertile region on the globe, then we leave to each for himself the solution of the problem of the commercial future of Chicago.

We have not the data in our possession from which to attempt an exposition of the general business of the city. To do this would require more time and labor than we have at present command, and although the details might be of some considerable value and interest, they could afford no proof of our commercial vitality and progress stronger or more conclusive than is set forth by the figures representing our trade in Breadstuffs and Provisions. In Dry Goods, Groceries, and in all the principal branches the utmost activity has prevailed, and the aggregate business of the year may be set down at an advance of from thirty to fifty per cent. over that of any previous season. In a country like this, where every interest traces its life and dependence to that single great source, the production

of the soil, the figures which represent the one, are the surest index to the condition of the others. The increase which is shown to have taken place in the Grain trade of Chicago is, in its legitimate proportion, true of every other branch of business.

It is proper to remark that the tabular statements given in this review are necessarily more or less incomplete. In the hurry of compilation for an early publication, it has been impossible to arrive at that exactness which might otherwise have been desirable. The total returns of the freight moved over some of the routes are not as yet fully made out, and cannot of course be exactly stated. The aggregate of the year's business is probably more or less in excess of our statement. To the officers and employees in the Custom House, Canal Office, and Freight Departments of the various Railroads, to all of whom we are largely indebted for valuable assistance, we return both for ourselves and on behalf of the public most sincere thanks. Trusting that any errors, which it is believed will generally be found on the safe side, will be kindly overlooked, we present the following as the nearest approach to a correct and reliable statement which we are able to furnish:

FLOUR.

The Flour trade of Chicago, although yearly increasing, does not as yet keep pace with the growth of the traffic in the unmanufactured berry. The number of country Flouring Mills is comparatively limited, and, with the rapid increase in population, the majority of those in operation find a ready demand for nearly all they can do at their own doors. The extreme drouth of the last summer was instrumental in largely reducing the manufacture, as very many of the mills driven by water were under the necessity of suspending operations for the want of power. In some portions of the country the mills were quite unable to supply their home customers, and shipments a considerable amount were made from the city to supply the deficiency. It cannot be doubted that the quantity and quality of Flour seeking a market in Chicago must continue to largely increase for years to come. The enormous quantity of Wheat produced, and the superior facilities afforded to millers for making choice selections, and being thereby enabled to manufacture a superior article of Flour and one which will command a premium in market, will have a continual tendency to encourage the investment of more and more capital in the business.

In 1852 the total receipts of Flour exclusive of that manufactured in the city was 53,337 bbls. in 1853 48,247 bbls., in 1854 153,375 bbls., and in 1855 240,662 bbls. For 1856 we have a further increase of 84,257, or a total of 324,921 bbls.,

being a little larger than the ratio of increase for the year of 1855.

MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR FOR TWO YEARS.

	1855.		1856.	
	Rec'ts.	Ship'ts.	Rec'ts.	Ship'ts.
January.....bbls.	16,229	14,861	14,112	4,257
February.....	11,944	6,802	12,811	2,703
March.....	17,525	13,092	10,930	2,494
April.....	18,798	17,223	22,503	1,461
May.....	13,794	16,577	21,110	21,095
June.....	22,905	10,423	16, 20	14,346
July.....	14,333	8,835	12,029	30,378
August.....	19,525	8,425	22,755	11,465
September.....	31,450	24,426	67,269	36,733
October.....	28,333	15,160	64,822	55,896
November.....	30,115	19,245	27,200	20,261
December.....	18,750	17,048	12,760	6,250
Total.....	240,063	163,419	224,921	216,389

Manufactured by City Mills.....	79,650	86,008
On hand and consumed in the city.....	156,893	194,609
Total.....	320,312	320,312

The sources of the supply for the last year are shown in the table below. By Lake, Canal and Galena Railroad, there is a slight falling off. By Michigan Southern and Michigan Central Railroads a considerable increase for those sources from which the supply is always moderate, consisting principally of favorite Michigan brands floured from wheat obtained in this market and returned here for city consumption. By Rock Island Railroad we have an increase of 31,937 bbls., an exhibit anticipated in our last review, the natural supply for this road having been in 1855 considerably reduced by the unusual Southern demand, which drew off a larger than ordinary shipment down the Mississippi River. The Illinois Central Railroad, which brought its first barrel of flour in 1855, only year before last, now gives us 13,212 bbls., and promises a large increase. By the Chicago, St. Paul and Fond du Lac, and by the Chicago, Alton and St. Louis Railroads our figures are but a matter of estimate, and are in all probability more or less within the real receipts of those roads. We give the comparative receipts and sources for five years:

RECEIPTS OF FLOUR FOR FIVE YEARS.

	1852.	1853.	1854.	1855.	1856
By Lake.....bbls.	2,875	2,205	5,158	4,885	4,781
" Canal.....	1,846	7,223	17,623	13,239	10,587
" Galena R. R.	44,316	30,702	62,915	129,843	122,976
" Mich S.	4,300	963	1,031	4,716	
" Mich C.	7,411	2,056	1,657	4,110	
" Rock Is.		68,791	78,343	110,280	
" Ill. Cent.			11,308	13,212	
" C. & S. P. & F.			356	54,249	
" C. & St. Louis.....		1,129			
Manufact in city.....	70,779	82,883	60,990	70,650	86,068
Total.....	124,316	131,130	234,575	320,312	410,989

The principal export routes for Flour are by Lake and Michigan Southern and Central Railroads. That taken away by other roads is comparatively limited in quantity, and is in most cases included in the figures representing city consumption.

SHIPMENTS OF FLOUR FOR THREE YEARS.

	1853.	1854.	1855.	1856.
By Lake, bbl.....	70,984	58,573	77,082	109,516
Canal.....	1,107	520	872	341
Galena Railroad.....	445	3,394	2,825	....
Mich. S. P. & F.	661	27,305	31,335	26,041
Mich. C. R. R. ....	....	15,476	51,041	8,608
Rock Is. ....	....	457	604	881
Ill. Cent. & N.	988	1,736	....	....
Ill. & Wis. ....	....	96	160	....
C. A. & St. L. R. R. ....	....	10	....	....
City consumption & balance on h'd.	56,940	116,949	156,893	194,600
Total.....	131,130	224, 4	320,312	410,989

Here are the exports of Flour from this port by Lake for the last thirteen years:

SHIPMENTS OF FLOUR BY LAKE FOR THIRTEEN YEARS.			
Year.	Bbls.	Year.	Bbls.
1844.....	6,320	1851.....	72,406
1845.....	13,752	1852.....	61,196
1846.....	28,045	1853.....	70,884
1847.....	32,518	1854.....	58,375
1848.....	45,200	1855.....	77,082
1849.....	51,309	1856.....	109,516
1850.....	100,871		

During the whole season of 1855 the Flour market ruled extremely high. In May and June of that year prices reached a level never before known in this city. In September and October, immediately after harvest, prices fell off somewhat, but again improved in November and December, and the year closed firm at high figures. The year 1856 has witnessed a gradual and steady decline throughout. This downward movement has been submitted to with a poor grace by manufacturers and dealers, who, finding it difficult to obtain concessions on the part of farmers, still clinging to famine prices for their wheat, have found it difficult to pass a working stock through their hands without loss. The market has therefore been continually dull, and every movement clogged by an unrelenting drag. The decline for the year is fully two dollars per barrel. Just at the close there is a little firmness, but merely for the city supply trade, buyers for export being extremely backward and indisposed to venture at present into market. We give the highest prices for No. 1 Superfine, and for the best brands of Spring Wheat Extras ruling on the first of each month for the last year, and as compared with the three years previous.

PRICES OF FLOUR FOR FOUR YEARS.

	1853.	1854.	1855.	1856.
January.....	\$3.50@4.00	\$5.00@5.50	\$6.50@7.50	\$6.50@7.50
February.....	4.00@5.00	6.25@7.25	6.50@7.50	6.50@7.50
March.....	3.50@4.75	6.75@7.25	6.50@7.50	5.75@6.00
April.....	3.25@4.50	6.75@7.25	7.00@7.75	5.75@7.00
May.....	3.50@4.75	6.75@7.25	8.50@9.75	5.75@7.00
June.....	3.50@4.75	7.25@7.75	8.25@9.25	4.25@4.40
July.....	3.50@4.75	7.75@8.25	7.75@8.75	4.25@5.50
August.....	3.75@4.75	7.25@7.75	7.25@8.25	4.25@5.25
September.....	3.50@5.00	7.75@8.25	6.50@7.25	4.00@6.00
October.....	3.25@6.25	7.75@8.25	6.00@7.25	4.50@6.25
November.....	4.75@5.75	7.25@7.75	7.75@9.00	3.75@5.25
December.....	4.50@5.50	7.25@7.75	7.25@8.00	3.75@5.50

WHEAT.

No better evidence need be required of the growth and prosperity of the country tributary to Chicago, than the rapidly increasing quantity of Wheat which it pours into this market. In 1852 the total receipts were less than 1,000,000 bushels. In 1856 they are nearly 9,000,000 bushels. When it is remembered that this is the contribution not of an old and thoroughly tilled province, but of a comparatively new, and yet thinly settled country, it may certainly be quite excusable to anticipate the most bountiful returns for the future. The receipts of last year average over 23,000 bushels for each week day, and the shipments over 26,000 bushels per day, or an aggregate movement of 54,000 bushels per day. At an average price of say \$1.25 per bushel,

this movement involves the use of \$67,500 per day, for the year an aggregate of \$21,127,500.

MONTHLY RECEIPTS AND SHIPMENTS OF WHEAT FOR TWO YEARS.

	1855.		1856.	
	Recpts.	Ships.	Recpts.	Ships.
January, bush.	201,473	88,362	91,516	4,880
February.....	113,121	19,657	154,577	8,541
March.....	180,227	43,666	115,011	5,477
April.....	159,495	206,980	220,145	28,532
May.....	135,441	303,434	307,541	41,080
June.....	208,429	180,343	441,332	437,033
July.....	125,668	178,109	402,631	249,039
August.....	1,035,183	412,260	1,370,585	1,303,911
September.....	1,081,004	1,028,066	2,158,741	2,123,382
October.....	2,393,556	1,854,511	2,408,159	2,622,265
November.....	1,010,882	1,215,794	495,028	1,076,745
December.....	90,193	50,000	12,500	20,000
Total.....	7,335,097	6,298,155	8,767,760	8,337,420
By Teams say.....	200,000		200,000	
Floured in City.....		299,250		430,340
On hand, consum'd, ship'd and unaccounted for.....		838,692		
Total.....	7,335,097	7,335,097	8,767,760	8,767,760

The Galena Railroad with its branches still leads all other routes in the quantity of Wheat brought to this market. In 1852 it brought half a million of bushels. In 1855 it brought four and a half million bushels, and nearly the same quantity in 1856. The comparative receipts by other routes will be shown by the table given below. The total receipts for the year show an increase of 1,232,663 bushels.

RECEIPTS OF WHEAT FOR FOUR YEARS.

	1853.	1854.	1855.	1856.
By Lake, bush.....	62,031	12,279	4,946	837
" Canal.....	252,103	1,065,194	925,021	830,326
" Galena R. R.....	501,355	1,391,163	4,513,302	4,379,302
" Mich. & S. R. R.....		3,855	2,370	29,175
" Mich. C. R. R.....	15,081	4,300	1,439	30,264
" Rock Is. R. R.....	44,115	293,270	990,089	1,100,598
" Ill. Cent. R. R.....	14,789	30,352	771,651	626,979
" C. & S. P. R. R.....		36,123	124,379	
" C. & St. L. R. R.....		1,379		1,570,279
" Teams.....	297,950	200,000	200,000	200,000
Total.....	1,087,465	3,038,955	7,335,097	8,767,760

The shipments of Wheat for the year reach 8,337,420 bushels, an increase over the last of 2,039,265 bushels. The principal share is exported by water, the shipments by Lake increasing over those of the previous season by 2,395,185 bushels.

SHIPMENTS OF WHEAT FOR FOUR YEARS.

	1853.	1854.	1855.	1856.
By Lake, bush.....	1,206,163	1,630,489	5,719,168	8,114,353
" Canal.....	1,618	863	39,880	4,868
" Galena R. R.....		3,359		58,555
" Mich. & S. R. R.....		125,127	176,533	
" Mich. C. R. R.....	102,267	325,376	342,284	158,025
" Rock Island R. R.....		248	286	1,814
" Ill. Cent. R. R.....		44		
" C. & S. P. R. R.....		620		
Floured by C. Mills	372,748	330,000	399,250	430,340
Used by distillers	3,000			
Shipped, consumed, on hand and unaccounted for.....		402,230	838,692	
Total.....	1,685,796	3,038,955	7,335,097	8,767,760

The following figures represent the export of Wheat from this port by Lake for the last fifteen years, an aggregate of 29,872,563 bushels. The export of the first seven years is now equalled in one. The exports of the next fifteen years will reach 200,000,000 bushels. In ten years from this time Chicago will export more Flour and Grain in one year than New York City has ever exported in five.

SHIPMENTS BY LAKE OF WHEAT FOR FIFTEEN YEARS.

Years.	Bush.	Years.	Bush.
1842.....	585,907	1850.....	883,644
1843.....	688,567	1851.....	437,660
1844.....	891,894	1852.....	635,496
1845.....	926,860	1853.....	1,206,163
1846.....	1,459,594	1854.....	1,650,489
1847.....	1,974,304	1855.....	5,719,168
1848.....	2,160,800	1856.....	8,114,353
1849.....	1,936,264		

The market for Wheat has not of course exhibited that nervous activity which prevailed during the season of 1855. The return from high prices to lower ones, no matter how liberal even the latter may be, is always a distasteful process. The unprecedented high rates of the last two seasons, and more especially of 1855, entirely unsettled the market, and so contributed to the establishment of extreme views that when the inevitable decline succeeded the whole country at once rebelled, and declared their intention of starving the world into a perpetual maintenance of the recent order of things with which they had so deeply fallen in love. For a time it seemed as if this horrible threat was really to be carried into execution, for during the winter months of the present year the poor local consumers were obliged to advance their bids in order to secure enough for daily use, and until the first of March even higher prices were paid than during the Fall before. But the foundation of all this firmness continued nevertheless, gradually, to settle, and the heaping granaries of the country began to be more or less undermined as prospects grew more discouraging, and currency more in demand. Country dealers who had bought at high prices, became satisfied to sell out even, or at a small loss rather than not at all, and farmers who, finding a lack of nerve in the country dealer, had bravely shipped on their own account, or held in store "subject to advances and charges," began to own that discretion was the better part of valor, and so by slow and painful degrees the market came down to a legitimate level, and when, after a new and plentiful harvest, spring wheat was once more current at \$1.00 per bushel, it really seemed as though business was once more in a fair way to proceed in a safe and sufficiently liberal channel. On the first of January last spring, wheat ranged from \$1.30 to \$1.35, and red and white winter from \$1.65 a \$1.75 per bushel. On the first of December spring was 77 a 78c, and red and white 90 a 100c. "What a fall was there, my countrymen!"

Since the harvest there has been a steady brisk demand at good fair prices, and with what results the figures already given sufficiently show. The quality of the Wheat shipped from this market has already gained a favorable reputation abroad, and with proper care in harvesting and marketing it should continue to command premium prices the world over. Samples of Illinois Wheat, exhibited on the London Corn Exchange, have received the most unqualified

recommendation of the best judges. From Iowa, Wisconsin, and all the country from which our supply is derived, we have good reason to expect Wheat of a decidedly superior quality. During the last season we have sent a sample cargo of our Wheat in ore of our own vessels, owned, manned and navigated by our own citizens, and which crossed the Atlantic and landed her freight at the Queen's dock in less time from Chicago to Liverpool than ever cargo of Wheat was transported before. The voyage of the *Duan Richmond* is an era in our history. Her example will not fail to inaugurate the direct export of Wheat and other grain which shall eventually be told in millions. Again we congratulate our farmers and producers upon the flattering prospects which promise them a market so liberal and convenient.

The following prices are those ruling on the first day of each month:

PRICES OF WHEAT FOR THREE YEARS.

	1854.	1855.	1856.
<i>Spring, Winter, Spring, Winter, Spring, Winter</i>			
Jan., '92	106	115	108
Feb., '104	120	130	118
Mar., '104	100	120	130
Apr., '100	112	120	135
May, '125	130	140	150
June, '128	130	140	150
July, '95	110	120	130
Aug., '95	110	120	130
Sept., '100	120	130	140
Oct., '100	120	130	140
Nov., '120	125	130	145
Dec., '100	110	112	125

CORN.

Large as is the production of Wheat in the Western States, it is greatly exceeded by that of Corn. The crop of Illinois alone for 1855 was estimated at 180,000,000 bushels. It was a larger crop than ever before raised in the State, and was generally well ripened and harvested in good condition. From that crop has been received the supply of the last twelve months. Our last review anticipated a large increase of receipts at this point for the year 1856. That increase now proves to have reached 3,556,021 bushels, or a total of 11,888,398 bushels. This gives us an average receipt for each business day of the year of within a fraction of 38,000 bushels. The daily shipments average over 35,500 bushels, making an aggregate movement of 73,500 bushels, requiring, at 40 cents per bushel, a daily investment of \$29,400, and for the year of \$9,202,200. The crop of 1856 was very much retarded by the dry weather which prevailed during the earlier part of the season. As a consequence it came forward slowly and ripened late. A large proportion of it was overtaken by the first frosts, and the general crop is not therefore in so good a condition as was that of 1855. What will be the effect upon the receipt of the current year remains to be seen. Here are the figures for the last two seasons:

MONTHLY RECEIPTS AND SHIPMENTS OF CORN FOR TWO YEARS.

	1855.	1856.
<i>Receipts, Shipments</i>		
Jan. bush.....	31,609	4,343
February.....	95,572	6,440
March.....	283,003	18,541
April.....	560,335	162,627
May.....	988,352	1,278,580
June.....	1,890,169	1,601,017
July.....	1,735,615	1,346,434
August.....	1,358,048	1,346,080
September.....	1,062,373	1,138,813
October.....	338,104	340,484
November.....	109,635	70,330
December.....	20,610	6,035
	8,332,377	7,517,025
By teams, say.....	200,000	200,000
Gr'd by city mills	20,370	27,000
Used by distillers	200,000	200,000
Consumed on hand, and unaccounted for	784,382	531,730
	8,532,377	8,532,377

Until the season of 1855 the Illinois and Michigan Canal had always been the principal Corn importer of Chicago. That year, owing to the short supply South, caused by the drouth of the previous season, the resources of the Canal were materially lessened, and the Galena Railroad became for the time a successful rival. The large crop of 1855 again reinstated the Canal in all its former glory, and now in 1856 it has recovered its old position, bringing to market 5,377,825 bushels of Corn, and leading the Galena railroad by an excess of 1,790,457 bushels. By the Rock Island and Illinois Central Railroads we have also a large increase.

RECEIPTS OF CORN FOR FOUR YEARS.

	1853.	1854.	1855.	1856.
By Lake, bush.....	2,481,334	4,306,965	3,701,441	5,377,825
" Canal.....	228,505	2,058,743	3,701,019	3,587,368
" Galena R.R.....	1,833	228	8,513	680
" Mich. C.R.R.....	17,802	564,757	350,123	1,114,337
" Rock Is. R.R.....	3,305	220,503	472,424	1,087,684
" Ill. Cent. R.R.....	50,574	1,983	520,256	200,000
" C. & N.W. R.R.....	126,220	200,000	200,000	200,000
Total.....	2,869,339	7,490,753	8,532,377	11,888,398

The principal export of Corn continues, as it always must, to be by Lake. Herewith are given the shipments by all routes for the last four years:

SHIPMENTS OF CORN FOR FOUR YEARS.

	1853.	1854.	1855.	1856.
By Lake, bush.....	2,739,552	6,626,054	7,430,259	11,079,490
Canal.....	1,725	13,305	13,305	2,540
Galena Railroad.....	12,812	4,189	2,540	45,138
Mich. S. R. R.....	40,670	184,003	741,177	1,087,684
Mich. C. R. R.....	15,500	20,370	27,000	200,000
Gr'd at City Mills.....	81,000	100,000	200,000	200,000
Used by Distillers	8,111	534,354	784,382	511,730
On h'd, consumed & unaccounted for	8,111	534,354	784,382	511,730
Total.....	2,869,339	7,490,753	8,532,377	11,888,398

Here also are the shipments of Corn by Lake for a series of years:

SHIPMENTS OF CORN BY LAKE FOR TEN YEARS.

Years.	Bush.	Years.	Bush.
1847.....	67,315	1852.....	2,737,011
1848.....	550,460	1853.....	2,739,552
1849.....	644,848	1854.....	6,626,054
1850.....	262,013	1855.....	7,430,259
1851.....	3,221,317	1856.....	11,079,490

The market for corn was in common with that for everything else fated to a decline. In June of 1856 prices were just one-half what they were in the same month of 1855. On the first of January, 1856, the market stood at 50c,

with some little fluctuation, but seldom getting above 40c; it stood on the first of December at 35@36c. The following table will show the prices current on the first of each month for the last five years:

PRICES OF OATS FOR FIVE YEARS.

	1852.	1853.	1854.	1855.	1856.
Jan'y.....	36@38	40@41	39@40	43@44	—@50
February.....	31@34	38@41	45@46	—@51	40@42
March.....	33@34	40@45	42@50	50@51	—@40
April.....	33@34	38@40	44@44	54@55	40@41
May.....	33@34	40@46	47@45	47@49	39@47
Jan.....	36@37	45@49	45@45	75@76	32@33
July.....	32@33	47@50	50@51	—@53	40@41
August.....	32@43	58@55	54@55	71@72	—@43
September.....	30@31	56@60	60@61	68@69	37@38
October.....	30@33	54@55	54@55	63@64	28@30
November.....	38@50	48@50	50@55	70@72	30@31
December.....	36@38	47@48	46@47	—@50	39@36

OATS.

Receipts of Oats have fallen off the two past years. The deficit in 1855 was 1,247,197 bushels, and was in part occasioned by the extremely light crop of the previous season. In 1856 the receipt is 727,291 bushels less than for 1855. The Oat crop of 1856, in Ohio and other Eastern States, was unusually good, and from this cause there has been less demand in this market for export, while in this State generally the crop was cut short by drouth. There seems to be also a growing indisposition among producers to give much attention to the cultivation of Oats, and many are contented with raising barely enough for their own use. To these causes must be mainly attributed the decrease in the receipts of this grain:

MONTHLY RECEIPTS AND SHIPMENTS OF OATS FOR FOUR YEARS.

	1855.	1856.		
	<i>Receipts.</i>	<i>Ship'ts.</i>	<i>Receipts.</i>	<i>Ship'ts.</i>
January, bush....	24,156	1,670	47,705	1,041
February.....	47,724	3,290	54,454	8,408
March.....	88,904	2,713	36,057	3,81
April.....	232,905	37,297	94,736	13,732
May.....	555,537	47,408	207,429	191,385
June.....	470,323	566,478	178,728	153,439
July.....	398,819	288,755	189,161	115,819
August.....	205,530	132,800	257,575	110,891
September.....	317,974	120,020	327,411	218,005
October.....	347,025	111,830	62,700	117,041
November.....	169,794	128,787	135,098	89,400
December.....	52,697	11,700	45,490	2,000

By Teams, say.....	2,547,193	1,850,838	1,819,807	1,014,547
City consumption, on hand and unaccounted for.....	400,000	400,000	400,000	400,000
Total.....	2,947,193	2,250,838	2,219,807	1,414,547

The following are the sources of the supply for the last four years. By all the routes there is more or less falling off from the receipts of previous seasons:

RECEIPTS OF OATS FOR FOUR YEARS.

	1853.	1854.	1855.	1856.
By Lake, bush.....	66	66	66	66
Canal.....	671,535	1,506,350	1,020,230	671,040
Galeana R. R.....	472,829	1,772,659	1,107,208	777,322
Mich. S. ".....	273	211	211	211
Mich. C. ".....	689	2,064	689	689
Rock Is. ".....	11,810	250,371	146,323	114,683
Ill. Cent. ".....	10,779	118,012	223,386	107,631
C. & S. P. ".....	77,792	46,576	46,576	46,576
C. & S. I. ".....	155	155	155	155
Teams.....	402,720	400,000	400,000	400,000
Total.....	1,875,770	4,943,855	2,947,183	2,219,947

SHIPMENTS OF OATS FOR FOUR YEARS.

	1853.	1854.	1855.	1856.
By Lake, bush.....	1,630,812	2,968,715	1,814,136	949,413
Canal.....	483	1,003	1,110	31,946
Mich. S. R. R. ".....	114,169	33,733	1,566	6,265
Mich. C. ".....	229,469	655,288	26,923	26,923
" R. Island ".....	—	139	—	—
" Ill. Cent. ".....	—	—	—	—
Consumed, &c.....	127,275	904,238	1,058,550	1,205,350
Total.....	1,875,770	4,943,855	2,947,183	2,219,947

SHIPMENTS OF OATS BY LAKE FOR TEN YEARS.

Years.	Bush.	Years.	Bush.
1847.....	38,806	1852.....	2,430,317
1848.....	65,285	1853.....	1,633,842
1849.....	26,849	1854.....	2,959,715
1850.....	158,081	1855.....	1,821,435
1851.....	605,827	1856.....	949,413

The market for Oats has ruled tolerably steady with a fair demand for city trade and a moderate inquiry for export at 25 a 30c per bushel. Herewith are the prices for five years:

PRICES OF OATS FOR FIVE YEARS.

	1852.	1853.	1854.	1855.	1856.
Jan'y.....	16@17	23@25	26	6@26 1/2	26@27
Feb'y.....	19@20	24@25	20	6@31	26@30
March.....	19@20	23@24	27	6@28 1/2	26@30
April.....	18@19	20@21	23 1/2	6@27	24@25
May.....	18@20	24@26	24	6@31	24@25
June.....	22@24	27@40	30	6@31 1/2	27@28
July.....	24@25	30@32	31	6@33	25@26
August.....	27@28	34@37	29	6@30	24@25
Sept.....	27@28	29@33	32	6@33	26@26
October.....	30@32	26@27	33	6@31	25@26
Nov.....	25@30	26@28	32	6@30	25@26
Dec.....	27@30	27@28	28	6@28	26@30

RYE.

Receipts of Rye, never very heavy, have been gradually decreasing for several years. There is not the same attention paid to raising this grain as to the other kinds, and the moderate quantity produced is to a great extent marketed near home for distilling and other purposes.

RECEIPTS OF RYE FOR FOUR YEARS.

	1853.	1854.	1855.	1856.
By Lake.....bush.....	22	22	22	22
" Canal.....	3,948	5,120	5,139	5,681
" Galeana Railroad.....	76,976	69,083	39,827	14,769
" Rock Is. ".....	517	571	12,960	9,923
" Ill. Cent. ".....	635	432	4,003	8,200
" C. & S. P. & F. ".....	—	686	1,557	4,114
" Teams.....	4,364	4,000	4,000	4,000
Total.....	86,163	85,691	68,086	45,707

Shipments of Rye have fallen off to almost nothing—the greater part received here being taken up by city distillers.

SHIPMENTS OF RYE FOR FIVE YEARS.

	1852.	1853.	1854.	1855.	1856.
By Lake, bush.....	17,015	81,394	39,175	18,521	379
By Canal.....	—	1,280	797	717	212
By Mich. Cen. R.R.	—	568	568	576	—
By Rock Island do.....	—	—	—	—	—
Distillers.....	4,000	44,553	48,760	45,117	—
Total.....	17,015	86,162	85,691	68,086	45,707

The market has been tolerably good, owing to the ready demand for distilling, and has been more firmly sustained than would probably have been the case with a more liberal supply. Prices have declined from 95 a 100 at the commencement of the year to 60 a 65c on the 1st December. For much of the time the market has been entirely bare, and the prices given below for 1856 are in part only nominal. At this moment small parcels are picked up in the street at 75 a 80c.

PRICES OF RYE FOR FOUR YEARS.

	1853.	1854.	1855.	1856.
January.....	55@60	55@60	70@75	95@1.00
February.....	56@60	70@75	70@75	95@1.00
March.....	56@60	75@75	75@85	6@90
April.....	55@58	65@70	8@90	85@90
May.....	55@58	70@75	95@1.00	85@90
June.....	56@60	70@75	1.10@1.20	75@80
July.....	56@60	80@85	6@1.00	6@90
August.....	56@60	53@60	70@80	80@85
September.....	56@60	63@63	70@75	80@85
October.....	56@60	80@85	85@90	60@65
November.....	56@60	80@81	90@95	55@60
December.....	54@55	65@70	65@1.00	60@65

The shipments from this port by Lake were for:

1852.....	Drs.	864,630
1853.....		1,389,50
1854.....		1,015,132
1855.....		757,873
1856.....		498,900

BUTTER.

The supply of good Butter is here never equal to the demand. There is always a sufficiency of a villainous compound, that for want of a better article generally sells for more than it is worth; but a good, sweet, solid and well made article is among the scarcer luxuries of the place. This is not the result of a want of material in a land literally flowing with milk and honey, but in the comparatively small attention paid to its proper manufacture and marketing. The energies of the "rural districts" are all absorbed in the raising of Grain or the herding of Cattle. All minor considerations are woefully neglected.

It is impossible to give the exact quantity of Butter brought to this market, as it is frequently included in the weights of sundry tons of provisions in such a manner that it is impossible to be separately accounted for. The following figures show the partial amount received and disposed of, for which the figures could be obtained:

RECEIPTS OF BUTTER FOR FOUR YEARS.

	1853.	1854.	1855.	1856.
By Lake D.....	25,000	3,500	96,900	
Canal.....	77,849	190,064	162,714	34,544
Galea Railroad.....	605,900	1,186,221	1,743,341	1,618,351
Mich. S. U. do.....	24,810	27,763	42,020	311,522
Mich. Gen. do.....		65,174	82,966	93,119
Rock Island do.....		3,7081	17,614	279,292
Ill. Cent. do.....	43,871	184,062	250,123	5,200
Ch. & St. P. do.....		75,328	106,704	
C. & St. L. do.....		1,591	....	230,000
Total.....	512,430	2,143,569	2,473,981	2,608,628

SHIPMENTS OF BUTTER FOR FOUR YEARS.

	1853.	1854.	1855.	1856.
By Lake, lbs.....	424,089	262,889	286,381	242,851
Canal.....		4,80		
Mich. & R. R. do.....		56,432	131,500	3,940
Mich. C. do.....		258,637	533,920	37,55
Rock I. do.....		1,080		7,500
Ill. Cent. do.....	71,888	12,184		
C. A. & St. L. do.....		25,800		
City sup, ly.....	308,577	1,541.0	1,417,381	2,70,080
Total.....	824,300	2,143,569	2,473,982	2,667,938

PRICES OF BUTTER FOR FOUR YEARS.

	1853.	1854.	1855.	1856.
January.....	14 @ 15	11 @ 15	13 @ 14	2 @ 25
February.....	12 @ 15	11 @ 15	13 @ 13	5 @ 22
March.....	12 @ 14	10 @ 15	12 @ 14	18 @ 0
April.....	12 @ 16	9 @ 14	12 @ 11	2 @ 22
May.....	13 @ 7	9 @ 16	12 @ 13	2 @ 22
June.....	10 @ 1	9 @ 14	12 @ 13	13 @ 11
July.....	10 @ 13	11 @ 13	12 @ 13	13 @ 14
August.....	11 @ 12	12 @ 15	12 @ 14	4
September.....	11 @ 11	12 @ 15	14 @ 15	15 @ 17
October.....	15 @ 18	17 @ 25	14 @ 5	15 @ 17
November.....	4 @ 17	12 @ 15	15 @ 6	18 @ 20
December.....	13 @ 6	13 @ 20	18 @ 20	2 @ 25

LARD.

Lard is generally included in Bills of Lading, under the head of Pork and Provisions, and it is consequently impossible to give any separate account of its receipt and shipment. The following table shows the prices ruling on the 1st of each month for four years.

PRICES OF LARD FOR FOUR YEARS.

	1853.	1854.	1855.	1856.
January.....	11 @ 11 1/2	8 1/2 @ 9	8 1/2 @ 9	10 1/2 @ 11
February.....	10 1/2 @ 11	8 1/2 @ 9	8 1/2 @ 9	9 @ 10
March.....	9 @ 10	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9
April.....	9 @ 10	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9
May.....	9 @ 10	8 1/2 @ 9	9 @ 9 1/2	8 1/2 @ 9
June.....	9 @ 10	8 1/2 @ 9	9 @ 9 1/2	8 1/2 @ 9 1/2
July.....	9 @ 10	8 1/2 @ 9	10 @ 10	10 @ 10 1/2
August.....	9 1/2 @ 10 1/2	8 1/2 @ 9	10 @ 10 1/2	11 @ 12
September.....	9 1/2 @ 10 1/2	8 1/2 @ 10	10 1/2 @ 11	12 @ 13
October.....	9 1/2 @ 10 1/2	10 @ 10 1/2	11 @ 12	12 @ 13
November.....	12 @ 12	9 1/2 @ 10 1/2	11 1/2 @ 12 1/2	11 @ 12
December.....	10 @ 10 1/2	9 @ 10	11 @ 12	9 1/2 @ 10

HOGS AND PORK.

It is impossible to give at present any approximation to the result of the present pork packing season, of which we are now just in the midst. The business has thus far been tolerably active, with a rather high and firm market, and just at the present with a scarce supply and upward tendency in prices. The number packed thus far is understood to be considerably in excess of the business of last season up to the same date, but the product on hand is not proportionably large, as unusually heavy shipments were made during the fall, and before the close of navigation.

The last pork packing season, viz: 1855-6, closed about the first of April. The total number of Hogs packed in this city reached 80,380, an increase of 6,696 over the number packed the previous season of 1854-5. The season opened somewhat dull and backward, notwithstanding the high prices offered, and the supply came forward at first very slowly, packers complaining of a want of stock, and prospects favoring a very inadequate supply of but middling quality and at exorbitant rates. Speculation ran high, and Eastern shippers bought largely and at high prices, without much regard to quality, and dealers everywhere took up all that could be obtained from first hands, in expectation of realizing a handsome advance ere the close of the season. For the first month there was very little done, and it was not until January that the bulk of the supply was received. Packers, who were driven out of the market by high prices early in the season, came in for their share at a later period, and thus the packing houses were kept busy until nearly or quite through the month of March.

Prior to the commencement of the packing season, a large deficit in the Hog crop was industriously rumored, and many honest fears were no doubt entertained, that notwithstanding the extremely liberal supply of corn, the want of a feeding basis was about to more than offset this advantage, and thus a real scarcity of pork was to be experienced. The falsity of these premises is, however, fully proved by the result given below, and which establishes that other great fact, viz: that the question of supply in this country is becoming, as a general thing, one of dollars and cents, not one of resources—the supply is to depend upon the price. The total number of Hogs received in this market during

the packing season of 1855-6, reaches 308,559, vastly larger than ever before, and an increase over last season of 169,974. The following table will show the comparative receipts for each of the five packing months:

RECEIPTS OF HOGS FOR THE FIVE PACKING MONTHS.			
	Live No.	Dressed No.	Wt Dressed lbs.
November.....	60,908	9,613	2,200,520
December.....	55,428	26,883	6,190,264
January.....	56,047	34,072	15,110,721
February.....	43,382	24,577	8,168,486
March.....	6,275	10,654	2,439,483
	162,040	146,499	34,161,974
Total live and dressed.....	308,559		
Total last season.....	138,585		

Increase for 1855-6..... 169,974

The shipments of the season show a corresponding increase being a gain over those of the season before by 116,725.

COMPARATIVE SHIPMENT OF HOGS FOR TWO SEASONS.			
	1854-5.	1856-6.	
	Live No.	Dressed No.	Live No.
November.....	2,321	76	14,658
December.....	1,945	2,575	2,304
January.....	1,963	19,141	21,557
February.....	3,777	21,579	2,113
March.....	4,000	7,000	10,409
	13,822	40,334	73,771
Total live and dressed.....	14,136		170,810
Increase for 1855-6.....			116,725

Herewith are the resources from which the supply has been derived for the last four seasons:

RECEIPTS OF DRESSED HOGS FOR FOUR PACKING SEASONS.				
	1852-3	1853-4	1854-5	1855-6
	No.	No.	No.	No.
By Lake.....	900	....	....	....
" Canal.....	413	....	....	....
" Galena Railroad.....	51,845	45,779	86,499	112,721
" Rock Island R. R.....	14,225	9,115	15,807	....
" Ill. Central R. R.....	1,242	1,415	15,032	....
" By C., St. P. & F. L. R. R.....	387	1,372	1,879	....
	58,158	61,633	98,401	145,499
Live, all sources.....	12,000	12,347	40,164	162,040
Total.....	65,158	73,980	148,505	308,559

The packing for the season was done by the following Houses:

Messrs. R. M. & O. S. Hough & Co., Cragin & Co., G. S. Hubbard & Co., Tobey & Booth, Reynolds & Maynard, B. & G. B. Carpenter, George Steel, Andrew Brown and P. Curtis.

Subjoined are the total disposals for four seasons, including live and dressed:

SHIPMENTS OF HOGS FOR FOUR PACKING SEASONS.				
	1852-3	1853-4	1854-5	1855-6
	No.	No.	No.	No.
By Lake.....	....	....	135	1,016
" Mich. South. R. R.....	....	846	17,404	57,855
" Mich. Cent. R. R.....	10,000	9,782	35,282	125,862
" Chl. & Mil. R. R.....	....	....	....	3,000
	10,000	10,628	52,881	187,763
Packed in Chicago.....	48,156	52,849	74,681	80,380
City Trade.....	7,002	10,503	12,000	40,386
Total.....	65,158	73,980	138,565	308,559

The increase in the number packed as above given, is, owing to the falling off in weight, but a trifling actual gain, and the total product is very little if anything over that of the previous season. The following is a comparative statement of the business of the last five seasons:

	Hogs Cut.	Av. Weight.	Total Weight.
1851-2.....	22,036	238 1/2	5,247,278
1852-3.....	148,156	211 1/2	10,192,972
1853-4.....	72,849	249 1/2	13,188,815
1854-5.....	73,694	246 1/2	18,133,632
1855-6.....	80,389	233 1/2	18,752,126

The market for Pork opened high—nearly double the opening rates of the season previous—but before the lapse of a month it became evident that the commencement had been made at quite unwarrantable figures, and from that time to the close, notwithstanding every effort to the contrary, the market gradually and steadily declined, the final rates settling at \$1.50@2.00 per 100 lbs. lower than at the opening, and at figures but very little above those of the two seasons previous at the same dates. Of course the season proved a disastrous one to those largely interested at the opening high rates, and was more or less unprofitable to nearly all concerned. Not a few pork settlements left the parties thereto in an extremely unfortunate position. The following table shows the prices of Dressed Hogs in this market for the last three years:

PRICES OF DRESSED HOGS FOR THREE SEASONS.			
	1853-4.	1854-5.	1855-6.
Nov 1st.....	\$—@5.00	\$—@3.50	—
15 h.....	5.00@5.50	3.50@4.00	\$6.00@7.00
Dec 1st.....	4.50@5.25	3.00@3.50	5.50@6.00
15 h.....	3.50@4.00	3.25@3.75	5.50@5.75
Jan 1st.....	3.50@4.00	3.00@3.75	5.00@5.50
15 h.....	4.00@4.50	3.25@3.75	4.50@5.25
Feb 1st.....	4.50@4.50	3.50@3.50	4.50@5.00
5 h.....	4.41	5.00	4.70@4.25
March 1st.....	4.50@4.75	4.25@4.50	4.50@5.00

The receipts of Dressed Hogs for the calendar year 1856 do not vary much from those of the year before. The following table will give the numbers and weights for the past two years:

RECEIPTS OF DRESSED HOGS FOR TWO YEARS.			
	1855.	1856.	
	No.	Weight.	No.
By Galena R. R.....	109,937	24,713,309	37,628
Michigan S. R.....	118	237.0	1
Rock Island ".....	10, 14	2,464,294	14,505
Ill. Central ".....	980	24,916	12,473
C. St. Paul & W.....	2,6 8	523,783	4,496
Mississippi.....	....	....	1,047,576
Total.....	123,687	27,955,007	119,110

The number of Live Hogs received in addition to the above is 174,515, making a total live and dressed of 293,625, against 302,187 for the year before. This does not include the number arriving on foot, and which would probably swell the total by some few thousands.

SHIPMENTS OF DRESSED HOGS FOR TWO YEARS.			
	1855.	1856.	
	No.	Weight.	No.
By Lake.....	1,016	203,200	....
Michigan S. R. R.....	17,433	4,150,251	40,844
Rock Island ".....	42,335	9,997,515	36,741
Ill. Central ".....	....	....	34
Rock Island ".....	....	....	7,900
Total.....	60,804	14,350,966	87,618

PRICES OF MESS PORK FOR THREE YEARS.			
	1854.	1855.	1856.
January.....	12.50@13.00	10.00@11.00	\$16.00
February.....	12.50@12.50	10.00@11.00	\$14.00@14.50
March.....	13.00@	10.50@11.50	13.75@14.00
April.....	13.00@	12.50@13.00	14.00@14.50
May.....	12.00@12.50	15.75@16.00	15.50@16.00
June.....	12.00@12.50	16.00@16.25	16.00@7.00
July.....	12.00@	17.50@18.00	18.00
August.....	12.00@	18.00@19.00	\$0.00@21. 0
September.....	13.00@13.50	20.00@21.00	19.00@20.00
October.....	13.00@	21.00@22.00	20.00@21.00
November.....	11.50@13.00	19.00@20.00	19.00@22. 0
December.....	11.00@12.00	17.50@18.00	14.00@15.00

BEEF.

The quantity of Beef packed this last fall, is less than for any previous season since 1850. In 1855 the number of cattle slaughtered reached 28,972, a larger number than ever before. They were purchased at high prices, and owing to the decline in the market which subsequently ensued, the result of the season's business proved very unsatisfactory to packers. At the commencement of the packing season of 1856 the views of cattle-raisers and stock-dealers being still held at the high rates of the previous season, packers found it both impolitic and impossible to meet their demands. Buyers and sellers thus failing to come to an agreement, the latter resorted to shipment in hopes of being more successful in other markets, and at the time when usually in all previous seasons a large number of bargains had arrived at maturity, not a single beef was under contract. The number of cattle slaughtered reaches only 14,977, compared with 28,972 for the year before. The number of bbls. packed is 33,058 against 62,687. The season's business has been conducted by the following houses:

Cragin & Co., John Hayward, Moore, Searns & Co., G. S. Hubbard & Co., Andrew Brown, B. & G. B. Carpenter, Hough & Co.

Herewith is the comparative business of the last six packing seasons:

No Cattle.	Av. w ^{ght} .	Total w ^{ght} , lbs.	Bbls. p ^{ck'd}
1851.....21,806			
1852.....24,663	542	16,367,346	46,365
1853.....25,431	563	14,19,905	57,304
1854.....23,691	575	13,48,223	54,108
1855.....23,972	572½	16,62,137	62,087
1856.....14,977	543	8,150,496	33,053

NET PRICES OF BEEF FOR FIVE YEARS.

	1853.	1854.	1855.	1856.
Sept.....\$4.75@5.50	\$6.00@6.50	\$6.50@7.10	\$5.50@6.50	
October. 5.00@6.00	5.50 @ 6.25	5.90@6.25	5.50@6.75	
Nov.....5.00@6.00	5.30@6.50	6.00@6.50	5.50@6.50	
D-c.....5.00@5.75	4.50@6.00	6.50@7.00	5.00@6.75	

The value of the Beef packed in 1856 may be nearly represented by the figures below, and which are based upon the market prices at the close:

VALUE OF BEEF PACKED IN 1856.

Beef 33,058 bbls at \$12.....	\$420,754.00
Tallow 711,407 lbs at 11c.....	78,254.77
Hides 1,198,160 " " 7c.....	83,871.20
Offal 14,977 head at 75c.....	11,232.75

Total.....	\$603,112.72
Total in 1855.....	1,152,420.96

Decrease in 1856.....\$549,308.24

VALUE OF BEEF PACKED FOR FIVE SEASONS.

1852.....	\$650,621.00
1853.....	865,940.85
1854.....	865,773.11
1855.....	1,152,420.96
1856.....	603,112.72

LUMBER.

As a Lumber market Chicago stands pre-eminent. Her trade in this respect takes the lead of any other city in the United States. Every year adds to the extent of her resources and to the magnitude of the demand to be supplied. Receipts for the last year have increased by over 150,000,000 feet. In 1847 the total receipts

were but 32,000,000 feet. In 1856 they are nearly 500,000,000 feet.

MONTHLY RECEIPTS OF LUMBER, LATH AND SHINGLES.

	Lumber.	Lath.	Shingles.
January.....	883,161		50,000
February.....	1,150,073	224,275	263,000
March.....	2,101,222	345,885	210,000
April.....	16,123,957	2,719,550	20,390,000
May.....	78,850,411	11,057,000	51,756,000
June.....	87,965,387	13,214,000	59,661,000
July.....	73,619,250	12,966,000	11,260,000
August.....	59,841,570	11,437,000	7,947,000
September.....	47,274,451	10,496,000	7,913,000
October.....	43,045,836	9,101,000	12,666,000
November.....	57,885,000	6,774,000	16,290,000
December.....	40,000		200,000
Total.....	456,673,169	79,235,120	135,876,000
Total in 1855.....	306,533,467	46,487,550	158,770,860
Increase in 1856.....	150,139,702	32,747,570	
Decrease in 1856.....			22,894,860

The sources of the supply for the last three years is shown in the following table:

RECEIPTS OF LUMBER FOR THREE YEARS.

	1854.	1855.	1856.
By Lake, feet.....	217,121,120	207,597,559	441,261,900
By Canal.....		28,320	11,338
By Galena Railroad.....	769,400	9,500	
By Mich. Sou. d.....	4,001,483	2,707,758	5,358,449
By de Cen. d.....	6,752,988	6,197,359	9,051,077
By Rock Island d.....	48,000		18,000
By Ill. Central d.....	32,686	41,940	91,895

Total feet.....228,336,783 206,553,467 456,673,169

It has been usually estimated that some 20,000,000 feet are annually received which escape entry at the Custom House, and if this be added to the quantity given as above it increases the total receipt of the year to 476,673,164 feet.

SHIPMENTS OF LUMBER FOR THREE YEARS.

	1854.	1855.	1856.
By Lake, feet.....	4,000	5,500	17,800
By Canal.....	65,398,740	81,040,628	73,633,950
By Galena Railroad.....	47,573,400	111,081,351	125,769,150
By Mich. Sou. d.....	149,256	216,365	152,014
By de Cen. d.....	453,110	257,983	449,765
By Rock Island d.....	10,373,496	18,267,725	24,292,705
By Ill. Cent. d.....	7,281,258		
By C. & St. P. d.....	1,720,142	4,746,184	
By C. A. & St. L. d.....	178,830		19,492,368
City up, and on land.....	65,204,911	90,968,113	206,283,437

Total feet.....228,336,783 206,553,467 456,673,169

RECEIPTS OF LUMBER, LATH AND SHINGLES FOR TEN YEARS.

	Lumber.	Shingles.	Lath.
1847.....	32,118,225	12,148,500	5,453,700
1848.....	60,009,250		10,025,169
1849.....	73,233,553	39,057,750	19,251,253
1850.....	100,364,279	55,423,750	19,800,700
1851.....	125,056,437	60,328,250	27,583,475
1852.....	147,816,232	77,080,500	19,759,670
1853.....	202,101,098	93,483,781	38,133,116
1854.....	228,336,783	28,061,250	32,431,550
1855.....	306,533,467	158,770,860	46,487,550
1856.....	456,673,169	79,235,120	135,876,000

WOOL.

The active demand and high prices paid for Wool during the season of 1855, called out nearly or quite the whole stock in the country, and increased the receipts of the year by over 600,000 lbs. For the last season the market has been more quiet, and as naturally to be expected, receipts show a moderate decrease, amounting to something over 300,000 lbs.

RECEIPTS OF WOOL FOR THREE YEARS.

	1854.	1855.	1856.
By Lake, lbs.....	3,400	13,000	8,400
By Canal.....	249,023	160,748	42,372
By Galena Railroad.....	317,918	847,123	679,550
By Mich. Southern R. R.....		42,590	1,463
By Mich. Central R. R.....		4,483	1,189
By Rock Island R. R.....	114,045	109,126	43,815
By Ill. Central R. R.....	22,884	140,000	1,015,132
By Chi. St. P. & P. d. I. R. R.....	1,110	51,691	62,000
By Chi. Alton & St. L. R. R.....	43,458		
By other sources.....		574,376	
Balance from last season.....		215,047	
Total.....	751,838	2,158,493	1,833,920

SHIPMENTS OF WOOL FOR THREE YEARS.

	1854.	1855	1856
By Lake, lbs.....	301,600	854,800	4,500
By Canal.....	1,125		
By Mich. Southern R.R.....	84,094	363,940	30,155
By Mich. Central R.R.....	149,973	1,259,722	478,129
Balance unaccounted for.....	215,047	2,077,000	1,278,012
Total.....	751,838	2,158,422	1,853,920

Shipments, of course, show a corresponding decrease.

SHIPMENTS OF WOOL FOR FIFTEEN YEARS.

<i>Year.</i>	<i>lbs.</i>	<i>Year.</i>	<i>lbs.</i>
1842.	1,500	1850.	913,682
1843.	22,050	1851.	1,088,553
1844.	96,635	1852.	920,113
1845.	216,616	1853.	958,100
1846.	281,222	1854.	536,791
1847.	311,888	1855.	2,158,462
1848.	500,000	1856.	575,808
1849.	520,242		

PRICES OF WOOL FOR FIVE YEARS.

	1852.	1853.	1854.	1855.	1856
June....	18@29	40@45	20@30	20@34	20@37
July.....	25@36	38@50	23@31	25@36	20@37
August..	25@37½	35@45	20@30	25@38	20@37

LEAD.

In 1855, our receipts of Lead more than doubled. This was owing to the completion of new railroads to the mining districts and improved facilities for reaching market. For the year just closed the receipt of this article, its manufacture here, and other disposition is not materially different from that of 1855.

RECEIPTS OF LEAD FOR FOUR YEARS.

	1853.	1854.	1855	1856.
By Lake, &c.....	108,150	140,000	.....	.....
By Canal.....	1,200,604	35,463	1,250	1,250
By Galea R.R.....	1,859,009	4,051,346	6,071,653	3,436,880
By Gale R. d.....	.....	14,455	.....	.....
By Ill. Can. d.....	.....	.....	3,893,047	3,189,376
By other roads.....	.....	5,804	.....	3,000,000
Total.....	3,253,763	4,247,123	9,965,950	9,527,506

SHIPMENTS OF LEAD FOR FOUR YEARS.

	1853.	1854.	1855.	1856.
By Lake, &c.,	3,100,990	2,591,033	1,117,840	3,980,720
By Mich. "O. R. R."		127,015	22,120	287,236
By M. B. C. " }	151,650			
By Rock Is. "		1,815		6,510
By Ill. "Cat. "		85		
Consumed and on hand.....	1,123	1,027,195	6,825,990	5,235,040
Total	3,253,703	4,247,128	9,965,950	9,527,506

TOTAL RECEIPTS CF L^{AD} FOR FIVE YEARS.

1752.	1853.	1854.	1855.	1856.
1,357,327	3,253,762	4,247,128	9,962,950	9,527,506

FUEL.

A plentiful and cheap supply of Fuel is one of the most important requisites to the prosperity of a large city. In this respect we are yet laboring under some disadvantages, which, it is highly probable, will soon be removed. The most extensive beds of Coal exist within a short distance connected with the city by both railroad and canal, and discoveries have been made within the past year which lead to the confident belief that they include an inexhaustible supply of fuel of the best quality and description. Extensive preparations are making for the proper opening of these new mines, and will, no doubt, be attended with the most flattering success. We give the receipts and consumption of Wood and Coal for two years :

RECEIPTS OF FUEL FOR TWO YEARS.

	1855.		1856.	
	<i>Wood, cds.</i>	<i>Coal, tns.</i>	<i>Wood, cds.</i>	<i>Coal, tns.</i>
By Lake.....	41,073	100,007	61,631	83,721
By Canal.....	30,739	4,635	22,707	3,859
By Galena R. R. ....	.....	.....	.....	.....
By Mich. S.	640	1	8,454	41
By Mich. C.	1,758	52	250	12
By Rock Is. " ....	.....	5,348	.....	5,030
By Ill. Cent. ....	.....	11	492	317
By C. & St. P. ....	.....	.....	.....	.....
By C. & St. L. ....	.....	.....	.....	.....
Total.....	74,810	110,075	88,566	93,020
Shipments.....	.....	12,154	88,566	93,020
On hand & con- sumed in city.....	74,810	97,921	88,566	75,859
Total.....	74,810	110,075	88,566	93,020

LAKE COMMERCE.

Chicago is of course largely interested in the navigation of the Northwestern Lakes. Although subjected to every possible discouragement from the apathy and criminal neglect of the General Government to provide suitable harbors for the accommodation of commerce, and for the protection of property and of life, necessity, ambition and enterprise equally combine to yearly strengthen this important arm of her prosperity and to sustain its struggles against numerous and what would in most cases prove ruinous embarrassments. The day cannot be far distant when the voice of the West will be heard in reference to this matter of Lake navigation improvement in tones which will command respect and attention.

NUMBER AND TONNAGE OF VESSELS ARRIVING AT THE PORT
OF CHICAGO FOR THE SEASON OF 1856.

<i>Stm's.</i>	<i>Props.</i>	<i>Sail.</i>	<i>Total.</i>	<i>Tonage</i>	<i>No. Men</i>
April.....	25	16	276	317	60,392
May.....	48	48	793	889	207,960
June.....	48	76	912	1,036	242,818
July.....	51	69	840	960	243,397
Aug.....	50	79	812	941	331,354
Sept.....	46	77	588	711	162,544
Oct.....	38	62	655	755	98,243
Nov.....	18	47	434	519	76,501
Total.....	424	474	5,330	6,128	1,352,579
Arrivals unreported.....			1,200	292,890	72,900
				7,328	1,545,379
Total in 1855.....			6,610	1,608,845	
Total in 1854.....			5,021	1,092,644	

There are now laid up in winter quarters in the harbor of Chicago 3 Steamers, 11 Propellers, 12 Steam Tugs, 24 Barques, 26 Brigs, and 169 Schooners—total 245.

Herewith is a statement of the duties on imported and bonded goods collected at the Custom House in Chicago for the last three years. The decrease in this revenue is due to the operation of the Canadian reciprocity treaty, and to the lesser import of railroad iron, the duty on which in 1854 amounted to a considerable sum:

DUTIES ON IMPORTS AND BONDED GOODS RECEIVED AT THE
CUSTOM HOUSE DURING THE YEARS 1854, 1855 AND 1856.

	1854.	1855.	1856.
January.....	\$9,021.35	\$26,400.19	\$ 5,648.84
February.....	6,949.20	9,089.90	472.90
March.....	20,372.38	4,572.27	806.10
April.....	24,273.00	4,912.17	2,362.05
May.....	32,155.26	33,030.15	17,354.47
June.....	17,243.12	17,358.10	16,762.75
July.....	52,093.30	51,051.80	21,720.00
August.....	112,299.31	21,301.60	41,908.05
September.....	43,138.50	25,830.40	19,073.35
October.....	78,928.95	22,017.40	16,964.45
November.....	53,485.01	27,400.15	17,326.00
December.....	102,839.87	18,084.62	2,280.44
Total.....	\$575,802.85	296,824.75	162,994.31
Total received in 1853.....	\$570,671.17		

Increase for 1854.....	\$375,131.68	
Decrease for 1855.....		\$278,978.10
Decrease for 1856.....		133,830.44

Below is the amount of Hospital money collected for two years:

AMOUNT OF HOSPITAL MONEY COLLECTED AT THE CUSTOM

HOUSE FOR TWO YEARS.

	1855.	1856.
January.....	\$ 21.20	\$27.72
February.....	34.27	77.16
March.....	283.12	630.50
April.....	253.88	223.14
May.....	294.61	203.93
June.....	144.10	182.57
July.....	190.27	195.59
August.....	189.40	235.75
September.....	68.45	34.14
October.....	49.30	58.67
November.....	12.00	82.17
December.....		

Total.....\$1,742.60 1,951.35

Increase for 1856.....208.75

We append a table showing the steam and sail tonnage of the District of Chicago, which includes the ports of Michigan City and Waukegan. The great majority is owned in this city. Canal tonnage is not included:

LAKE TONNAGE OF DISTRICT OF CHICAGO.

Tonnage of Chicago.	Steam.	Sail.	Total.
District, Jan. 1, 1855.....	3,021.36	41,579.68	45,001.29
Jan. 1, 1856.....	4,421.94	52,249.16	56,671.20
Sept. 30, 1856.....	5,223.33	55,825.81	61,053.22
Less papers surrendered.....		5,000.00	
Total balance Sept. 30, 1856.....		50,655.22	
Estimated total Jan. 1, 1857.....		56,385.09	

TOTAL RECEIPTS AND SHIPMENTS.

In the following statement we present, as far as it is possible to do so, the total receipts and shipments of the season. We can only repeat that the exhibit is at the best but a very imperfect one. This is owing to that prevailing want of system which still exists in reference to the proper classification and returns of freight moved upon our lakes, rivers and railroads. In some cases the utmost care and correctness is exercised, while in others confusion reigns supreme. From the Canal and most of the railroads perfect and reliable statistics are obtainable. But through the Custom House, except in the case of a few of the principal articles, it is quite impossible to arrive at anything like exactness. While the Custom House entries are thus open to complaint, we do not wish to be understood that the Custom House at Chicago is specially censurable. On the other hand, we believe that more than usual pains are here taken to secure the correct entry and clearance of produce, goods and merchandise. It is the system which can alone be complained of, and that upon the whole chain of lakes, from Buffalo to Chicago, is seriously defective.

STATEMENT

Showing the comparative Total Receipts and Shipments by Lake, Canal and Railroads for 1856.

Description.	Lake.	Canal.	Railroads.	Total.
Ag. Imp'ts, ds.,...	1,000,000	5,650		1,005,650
Ag'l Products.....			2,908,596	2,908,596
Alc and Beer, bbls.	21,225		532	21,757
Apples.....	3,315		73,500	77,175
Bark, cds.....	2,918			2,917
Barley, bu.....	25,592	654	72,521	98,767
Barrels, No.....	24,759	242		25,101
Beans, bush.....		76	2,213	2,319

Beef, bbls.....		290	295
Brans, ds.....	261,968	6,071,277	6,433,246
Brick, No.....	22,708,068	3,105,133	26,833,200
Broom Corn, ds.....	202,965		202,965
Buggies & Wag's	558,400	20,600	579,000
Butter, ds.....	96,900	24,554	2,507,484
Candles.....	24,200	16,373	30,573
Cheese.....	107,800	4,400	1,521,200
Coal, tons.....	83,721	2,800	5,400
Coffee, ds.....	60,640	25,728	46,018
Corn, bu.....	5,377,825	6,310,573	11,688,398
Dried Fruit.....	402,880	150	3,855,161
Fish, bbls.....	15,688	27	15,715
Flour.....	4,781	10,587	309,543
Furniture, ds.....	43,247	13,223,200	13,696,448
Furs.....	5,091	18,601	30,000
Grass Seeds.....	90,000	520,023	2,227,179
Grindstones, tns	3,633		3,633
Hams & Ba'n, ds	21,900	1,754,803	30,433
Hay, tons.....	5	226	231
Hemp, ds.....		50,503	50,503
Hides, ds.....	17,250	14,396	3,360,716
H. Wine, ds.....	735	1,650	27,612
Iron, bars & bbls	38,320		38,320
Iron & Nails, tns	11,258	4	15,208
Lard, ds.....		797,827	24,000
Lead, No.....	73,501,000		934,120
Lath, pig.....		1,550	6,026,256
Leads, ds.....	398,000		208,636
Leather, ds.....	721,000	4,723	801,128
Lime, bbls.....	866	46	1,264
Lumber, ft.....	441,901,900	11,938	14,699,331
Machinery.....		35,800	337,201
Meal.....		11,760	19,635
Mdize, pkgs.....	302,968		302,968
Mdize, cns.....	79,265	60	72,156
Milk, gals.....			208,636
Molasses, ds.....	78,200	1,142,825	753,600
Oats, bu.....		671,040	1,148,857
Oil, bbls.....	479	441	990
Pickets, No.....	214,871		214,871
Pig Iron, tons	9,236	327	10,230
Plaster, bbls.....	19,616		10,654
Pork, bbls.....	1,583	5,435	6,289
Pork in hog, No.			119,110
Pork in do., ds.....			27,753,081
Posts, No.....	590,251		590,251
Potatoes, bu.....	22,573	1,710	196,487
Provisions, ds.....		107,928	8,848,389
Rags.....	19,800	8,532	
R. R. Iron, tons	51,149		51,149
Furnis'g, ds.....	236		236
Rye, bu.....		5,681	50,626
Salt, bbls.....	175,646		41
Sacks, ds.....	2,421,223	28,800	2,441,123
Syph.....		4,089,100	4,089,100
Shingles, no.....	134,225,000		1,651,000
S. to w, cds.....	6,270		13,200
Shot, ds.....		13,200	
Soap.....	127,140	128,954	206,094
Staves.....	6,855,800		4,355,549
Stone, tons.....	2,934	207,572	16
Stoves & h. ware	5,272		279
Sugar, ds.....	376,700	1,175,525	2,921,900
Tallow.....		33,737	4,473,425
Tar, &c., bbls.....	226	28	254
T. e. no.....	25,304		25,304
Timber, ft.....	2,088,791	51,054	2,139,845
Tobacco, ds.....		101,877	101,877
Water Lime, bbls	11,585	6,477	1,653
Wheat, bu.....	837	830,236	7,737,197
White Lead, ds.....	501,200	167,538	
W. ed, cds.....	61,631	22,707	4,258
Wool, ds.....	8,400	42,372	1,803,148
Other articles, p's	401,013	207	401,220
" tons.....	17,009	171	10,763
Cattle, no.....			21,850
Horses.....			14,840
Hogs.....			174,515
Sheep.....			19,821

SHIPMENTS.

Descriptions.	Lake.	Canal.	Railroads.	Total.
Ag. Imp'ts, ds.,...	467,000	688,455		1,155,455
Ag. Products.....			2,748,874	2,748,874
Alc and Beer, bbls			18	217
Apples.....	1,454		5,154	6,608
Ashes, ds.....			66,717	66,717
Bark.....		1,146,082		1,146,082
Barley, bu.....	220	1,056	17,765	19,051
Barrels, no.....	630	3,956		4,586
Beef, bbls.....	23,461	89		23,791
Beans, bu.....			226	226
Brans, ds.....	220,800	4,560	7,045	214,845
Brick, no.....	68,500	352,467	657,619	1,678,410
Broom Corn, bbls	288,400			288,400
Bugs & Wag's, ds	35,000	93,886		128,886
Butter.....	249,850		48,308	298,242
Cheese.....	43,880	500	167,487	215,867
Coal, tons.....	367	201	16,493	18,061
Coffee, ds.....	29,820	950		31,770
Corn bu.....	11,079,450	2,500	47,673	11,129,623
Cranberries, ds.....			29,031	29,031
Doors & Sash, ds.....		56,065		56,065
Dried Fruit.....		19,420	61,411	81,831
Eggs, doz.....	4,560			4,560
Fish, bbls.....	206	132		337

Flour.....	169,516	344	45,529	216,389
Furniture, Bs.....	106,574	763,818	870,392	
Furs.....	212,000	359,448	670,448	
Grass Seeds.....	409,500	2,364,259	2,823,759	
Grind Stones, tns	32	61	61	
Hams & Bacon, Bs	12,227,400	1,397,492	13,624,892	
Hay, tons.....	562	126	688	
Hemp, Bs.....	101,200	101,200	101,200	
Hides, Bs.....	8,197,800	100	9,360,211	
Highwines, bbls.	2,200	181	3,955	6,206
Iron & Nails, tons	596	251	10,983	11,800
Lard, Bs.....	2,908,700	.....	2,908,700	
Lath, no.....	4,300	11,847,210	17,487,637	29,329,247
Lead Pig, Bs.....	2,980,720	.....	293,746	4,374,466
Lead P. lbs.....	2,390,500	.....	2,390,500	
Lead belt.....	87,500	.....	47,917	135,417
Lime, bbls.....	200	2,960	7,068	11,258
Lumber, ft.....	17,800	73,633,960	169,735,742	243,387,732
Machinery, Bs.....	.....	73,633	2,101,310	2,179,948
Meal, Bs.....	5,708,200	.....	1,445	5,769,645
Mide, pcks.....	17,957	.....	.....	17,957
Mide, tons.....	10,553	851	174,796	169,000
Molasses, Bs.....	910,800	.....	.....	910,800
Oats, bu.....	94,413	31,996	33,188	1,014,507
O. pol.....	533	12	.....	546
Pig Iron, tons.....	1,681	98	787	2,575
Plaster, bbls.....	54	.....	211	295
Pork.....	46,782	11	5,311	52,104
Pork in hog, no.....	.....	.....	87,567	87,567
.....	.....	.....	20,495,116	20,494,116
Posts, no.....	.....	28,802	492,200	48,492
Potatoes, bu.....	2,457	1,733	2,479	8,700
Provisions, Bs.....	10,500	.....	.....	10,500
Rags, Bs.....	5,696,000	.....	.....	5,696,000
R. R. Iron, tons.....	836	519	153	1,508
Rye, bu.....	378	212	.....	590
Salt, bbls.....	1,962	14,300	64,690	81,003
Salt in sacks, Bs.....	293,300	185,002	.....	479,302
Shingles, No.....	62,000	23,196,750	92,304,500	118,633,200
S. Boots, c. s. s.....	.....	346	.....	346
Staves, No.....	50,000	1,233,313	11,885	1,284,301
Stone, tons.....	2,681	.....	36	2,681
Stvs. & H. Ware.....	.....	260	.....	506
Sugar, Bs.....	1,705,607	8,176	.....	1,712,677
Tallow, Bs.....	5,077,500	.....	.....	5,077,600
Timber, ft.....	.....	39,891	.....	39,891
Water Lime, bbls.....	.....	759	4,723	5,482
Wheat, bu.....	8,114,553	4,856	218,199	8,307,420
White Lead, Bs.....	318,800	3,126	.....	321,926
Wool, Bs.....	4,500	.....	571,308	575,808
Other articles lbs.....	5,653	190	.....	5,166
..... tons	7,215	154	224	7,593
Cattle, No.....	579	.....	21,923	22,002
Horses.....	323	.....	1,669	1,992
Hogs.....	43	.....	103,930	103,973
Sheep.....	.....	.....	1,504	1,504

Population of Chicago.

We present the following table showing the population of Chicago at different periods:

1840.....	4,470	1850.....	58,269
1843.....	7,580	1852.....	58,733
1845.....	12,388	1853.....	60,432
1846.....	14,169	1854.....	65,872
1847.....	16,859	1855.....	83,500
1848.....	20,035	1856.....	110,000
1849.....	23,047		

From the Democratic Press, Jan. 1, Business Statistics.

In accordance with our invariable custom, we present the readers of the DEMOCRATIC PRESS, this morning, with a general review of the Commerce of Chicago for the year just closed. The aggregate in the enumerated branches will be found to be of the most gratifying character, and to indicate a rapid and healthy increase in the business of our city. It is in view of the indisputable facts which these annual statements bring to light that we realize how far the reality transcends all past predictions respecting the future of Chicago. Year by year, since our connection with the press of this city—an event which dates back to 1848—have we essayed to foretell what might reasonably be expected both as to the growth in population and the increase in business, and year by year have we seen our estimates dwarfed into insignificance by the actual facts. Four years ago we entered into an elaborate

argument, showing by the areas that would be reached by our lines of railroad, by the capacities of the soil, and by the known energy and industry of our western population, that within five years from that time the annual receipt of grain at this place would reach twenty millions of bushels. Our less hopeful friends were astounded beyond measure at the temerity manifested in risking our reputation on so "extravagant and absurd" an estimate. "Why," said they, "the quantity could not be stored in the city, the laborers could not be secured to handle it, the money to purchase it, nor the vessels to transport it to an ultimate market." The five years have not yet elapsed, and our figures this morning show the amount received in the fourth year after the prediction to be only a fraction under *twenty-five millions of bushels—or twenty-five per cent. over the estimate.* The warehouses have been found ready for the increased supply the laborers were here (and it required but comparatively few, since steam did most of the work) to handle it, the money to buy it, and the vessels to convey it away. So, also, in regard to the growth of the lumber business. When in 1849 we published the receipts for the year at 73,000,000 feet, some of our friends engaged in that business insisted that the amount was larger than the facts warranted, and some of them entered into elaborate figures to prove to us that the wants of the country could never call for so large a quantity of lumber in a single year. Seven years have passed away, and each year has witnessed a large increase in this article over the business of 1849, and now, at the close of 1856, we find the amount brought to this market during the year exceeding that brought here in 1849 by about 400,000,000 feet!

The fact is, the country which is commercially tributary to Chicago, and which by a decree of nature must remain so for all time to come, is of such extent, of such illimitable resources, and is withal being so rapidly developed under the stimulus of free government, railroads and improved labor-saving machinery, that the history of the world furnishes no parallel to it, and hence all estimates, based upon past experience, respecting the results that are here to be worked out, must necessarily fall far short of the actual fact. This is the reason why the wonderful growth of Chicago has so far outstripped all the predictions of the most sanguine of its citizens. This is the reason why the annual commerce of these north-western lakes has within a quarter of a century risen from a mere nominal value to far exceed that of the total foreign commerce of the whole Union.

It will be seen that many of the different branches of commerce pursued in our city, are only represented in the imperfect aggregates of the table of Imports and Exports. It is there-

civilization, so far from being dry and uninteresting, are themselves eloquent and absorbing, and even the most exalted genius has not disdained to embody them in our literature, and to celebrate their benign influence upon the happiness of mankind in the magic numbers of poetry. Next to christianity itself, commerce has the most direct and powerful influence to bind together, in a community of interest and feeling, all the families of our race, and to cultivate those kindlier sympathies which teach man to recognize a brother in his fellow-man in whatever land or clime he may be found.

This celebration is intended to honor the opening of another great thoroughfare from the teeming prairies of the West to the Atlantic seaboard. While others have enjoyed the pleasing task of dwelling on the social themes suggested by this event, and believing as I do in the eloquence of facts and figures, will you permit me, Sir, to notice its great commercial importance.—Canadian enterprise was never more wisely employed than when it devoted its energies to complete another highway from the Mississippi to Montreal and Quebec, and to Portland in Maine, the most eastern, as she certainly is one of the fairest stars in our glorious galaxy of States. Permit me, in this connection, to notice briefly the extent and rapidity of settlement, and the resources of the magnificent country of which Chicago is the commercial centre, and which you have bound to your city by iron bands by the completion of the Grand Trunk Railway. Let any one study carefully the map of the Northwest, and he will find within the bounds of the United States, lying between Lake Michigan and the Rocky Mountains, and within the reach of the trade of the lakes south, say the latitude of Alton, 700,000 square miles of territory—enough to form fourteen States as large as Ohio. It is very easy to repeat these figures, but let us make some comparisons in order that we may form some just and definite conception of their magnitude. All the States east of the Mississippi, except Wisconsin, Illinois and Florida, contain only about 700,000 square miles. Again, England, Ireland, Wales and Scotland, constituting the British Empire, leading as her position is in civilization, wealth and power of the world, contain only 115,000 square miles, and yet they have a population of 26,000,000. Turkey, Austria and France contain in the aggregate 361,000 square miles, and sustain a population of 84,000,000.

The climate of the region under consideration is exactly fitted to produce a hardy and enterprising people. Its mineral deposits of iron, lead, copper and coal are unsurpassed in extent and richness, and unbroken by mountains, its agricultural resources are exhaustless and truly amazing. It is said by competent authority that every acre will maintain its man; but giving ten to each, within the next half dozen centuries, if peace and prosperity crown the land, it is destined to contain 450,000,000 of people. Such is the vast and magnificent country with which you have become socially and commercially connected at all times and in all seasons by the Grand Trunk, the Great Western, and the Michigan Central Railways.

The rapidity with which the borders of this immense region—for at least five-sevenths of it is still the home of the panther, the buffalo and the savage—is one of the most astonishing wonders of the age. Within half the lifetime of many who hear me, there were not ten thousand white inhabitants in all this territory; their number now will range from one and a half to two millions. Twenty years ago Chicago was a small town at the southern end of Lake Michigan, and at night the howl of the prairie wolf might be heard from all its dwellings; now it is a city of more than a hundred thousand inhabitants. Twenty years ago Chicago imported nearly all her pork, beef and flour; this year she will export 20,000,000 bushels of grain, and her beef, both in quantity and quality, leads the markets of the world. Five years ago the State of Illinois had completed 95 miles of railways; now she has more than 2,400. At that time there was but one railway, forty miles long, entering Chicago; there are now ten trunk and a great number of branch lines, and counting in most cases but a single State beyond our own, there are now more than three thousand miles of railway centering in the city, and on these more than a hundred trains of cars arrive and depart daily. The earnings of these roads last year reached the enormous sum of \$13,800,000, and this year they will amount to from 17

to 20,000,000 of dollars. What is a matter of special pride is that some of these lines are among the best paying roads in the Union. But the country is increasing, if possible, much faster than Chicago, its commercial metropolis. Only some seven or eight years ago, Minnesota was organized into a territory, and her white inhabitants were told by a few hundreds; now she has at least 130,000, and will knock at the door of Congress at the next session for admission as a sovereign state.

But, Sir, it may be interesting to you to know what the extent of the trade between the ports of Canada and Chicago is. And here let me acknowledge my indebtedness for these figures to J. Edward Wilkins, Esq., the very able and excellent Consul of Her Britannic Majesty at Chicago:

IMPORTS.				
Vessels.	Tons.			
1854.....	5	1,193	£ 5,178 2 6	\$ 24,855
1855.....	47	16,617	28,856 6 8	138,520
1856, to Nov. 1.....	95	22,664	40,592 8 4	194,449
EXPORTS.				
Vessels.	Tons.			
1854.....	6	1,482	£ 16,429 7 6	\$ 79,101
1855.....	61	13,010	173,922 1 8	834,826
1856, to Nov. 1.....	97	23,377	174,858 5 9	829,223

These figures, it should be borne in mind, represent the trade in British vessels alone. The exports from Chicago to Canadian ports are much larger than the figures here given, as produce is shipped largely by the Collingwood and the Michigan Central lines, by Ogdensburg and by independent American vessels. The total amount of sales this year at Chicago to Canadian merchants is estimated by Mr. Wilkins at about \$2,500,000. This large trade has sprung up mainly within the last two years, and owes its success to the enlightened statesmanship of those who framed and secured the passage of the reciprocity treaty. But, Sir, we, of Chicago, hope that this trade is but in its infancy. The Creator when he formed the great Lakes and the St. Lawrence, intended that the commerce of the mighty and teeming West should be borne on their broad bosom to the ocean, and I think, Sir, it requires no great amount of geographical and philosophical sagacity to discover that while Chicago is to be the great central commercial city of the North American continent, Montreal is to be one of the great commercial emporiums of the seaboard. That is virtually your position. It needs but the enlarging of the Welland Canal and the construction of another great work, the Georgian Bay and Ontario Ship Canal, to secure for Montreal this proud position beyond a peradventure. We have an earnest of what can be done. Only a few weeks ago the Dean Richmond was loaded at Chicago and Milwaukee, passed out through your magnificent river and canals, and landed her cargo of wheat on the docks of Liverpool. This, Sir, I regard as one of the greatest triumphs of commercial enterprise. But let not the merchants of Montreal fear that, if the Georgian Bay Canal be built, and the Welland enlarged, the rich trade of the West will go by her. So far from that, it will make one of its chief depots here. Lines of propellers will bring the produce of the West here, and from them it will be transhipped in Ocean-going steamers. May we not hope, Sir, that Montreal merchants will give us such a line next year on the opening of navigation? Let it be understood that Chicago merchants can import speedily and surely goods from Europe by this line, and our word for it, it will not be three years before Montreal will secure the lion's share of the trade of the West. I am well aware, Sir, that these remarks may be condemned, and perchance excite the ridicule of my friends on the other side of the line. The far-seeing sagacity of DeWitt Clinton planned, and New York enterprise built the Erie Canal, thus securing for a time for the great American metropolis the vast trade of the mighty West. But, Sir, there is enough for them and for you. Commerce knows no national lines. Protect her, and she blesses alike the loyal Subjects of the British Queen and those who recline proudly beneath the Stars and Stripes of our own glorious Union. Aye, Sir, she has bound us, and may she continue to bind us together in a community of interest and feeling, and accused be the hand that would sever these bonds, so productive of everything that promotes the onward progress of Christian civilization. I give you, Sir, in conclusion—

"Montreal and Chicago—England, Canada, and the American Union; in all efforts to promote the arts of peace, and to secure the advancement of our race in intelligence and Christian civilization, may they be 'NOW AND FOREVER, ONE AND INSEPARABLE.'"

ANNUAL REVIEW

OF THE

MANUFACTURES OF CHICAGO,

For the Year 1856.

Review of the Manufactures of Chicago for 1856.

We herewith present to the readers of the DEMOCRATIC PRESS our fifth Annual Review of the Manufactures of Chicago, and are happy to say, that the result of our labors shows this department of our city's business to be in a satisfactory and vigorous condition, having achieved a growth during the past year entirely commensurate with that of the city and the country commercially connected with it. The aggregate footings show that capital thus invested in our city at the end of 1856 reaches the very respectable amount of \$7,759,400, being an increase over the preceding year of \$1,464,400. The value of the manufactures for the past year will be found to be \$15,515,063, which is an increase of \$4,483,572 over those of 1855. The number of hands employed in manufacturing in 1856 is 10,573, being an increase of 1,833 over the number thus engaged in 1855. The following table gives the manufacturing statistics of our city for the past three years:

	1854.	1855.	1856.
Capital invested,....	\$4,220,000	\$6,295,000	\$7,759,400
Hands employed, No.	5,000	8,740	10,573
Value of manufactures, \$7,870,000	\$11,031,491	\$15,515,063	

These figures indicate a very gratifying progress, and we point to them as furnishing an unimpeachable testimonial to the energy, enterprise and sagacity of our citizens who have been instrumental in creating the facts for which they stand. The statistics which follow have been collected by our corps of Reporters with much care, and with not a little labor and expense. They embrace the principal manufacturing establishments of the city. These establishments which are not embraced have been repeatedly visited, and their proprietors have been invited both verbally and through our columns to forward a statement of their operations, but either through unwillingness or a lack of interest on their part, our repeated solicitations have not been complied with.

Iron Work—Steam Engines, Saw and Grist Mills, Castings, Railroad Cars, Bridges etc., etc.

In no department of industry has Chicago shown herself to greater advantage than in her

iron manufactures; her steam engines, saw-mills, railroad cars, bridges, etc. During the past year not only have many of our iron works doubled their business, but a large number of new shops and foundries have been established, and are now carrying on an extensive business. The great demand for machinery of all kinds throughout the West and Northwest, as well as the high estimation in which Chicago iron manufactures are held, has so crowded our foundries and machine-shops with orders, that they have had to employ all the available force that could be obtained, and to extend their limits as fast as it was possible to erect the necessary buildings. By the recapitulation to found at the end of this chapter, it will be seen that the capital invested in iron works has increased during the past year, \$861,900; manufactures have increased \$976,584; workmen employed, increased 921. 407 steam engines have been built; 250 saw-mills, 576 boilers, 700 railroad cars, besides shingle mills, grist mills, and wood-working machinery of all kinds. During the year there have been consumed by the manufactories which are recorded below, 8,025 tons wrought iron, 14,569 tons cast iron,—12,763 tons coal, and 2000 cords of wood. Of course the above figures do not include the large number of blacksmith shops that are scattered over our city, and in which there are probably employed over 1000 men. The figures of these shops it was not possible to obtain.

STONE, BOOMER & BOUTON, RAILROAD CAR AND BRIDGE BUILDERS.—This establishment was located at the American Works at Carville, about four miles south of the Post Office. It was established in this city by Stone & Boomer in February, 1852, who devoted their attention to the construction of wooden bridges on the Howe principle. In November, 1852, they built the old Union Car Works, on South Clark street, which were destroyed by fire in September, 1855. Immediately afterwards they purchased the American Car Works, which cover upwards of twelve acres of ground, which they occupied along with the foundry on Clark street

up to the end of last month, when they sold the Car Works to the Illinois Central Railroad Company.

During the past year they have finished the Mississippi River Bridge at Rock Island, and and several other bridges—among others one across the Chicago River at Randolph street. They are now engaged in erecting a bridge across the Mississippi River at St. Paul. They have also built several turn-tables for railroads during the past year. The value of the bridges built in 1856 is \$500,000. They have also a branch firm at Davenport, Iowa, under the name of Stone, Boomer & Boyington, and one also, we believe at St. Louis.

The following are their figures for the year 1856:

Capital invested.....	\$150,000
Cost of building and machinery.....	150,000
Value of manufactures.....	1,275,000
Wages paid.....	315,000
Hands employed.....	650
Coal used, tons.....	2,850
Iron wrought, tons.....	3,000
Iron cast.....	7,000
Lumber, feet.....	11,000,000

HARPER & TWEEDALE, IRON and Wood Bridge Builders, office, Young Men's Association Building, Washington street.

This firm has built during the past year the pivot wood bridge at Wells street, across the Chicago River, and the railroad bridge at Peoria, across the Illinois River. They are now building an iron bridge across the Chicago River at Rush street, and two wood bridges at Racine, Wis. Their work for the past year is valued at \$34,000. Their work now under contract amounts to \$74,000.

EAGLE WORKS.—GATES, WARNER, CHALMERS & FRASER, General Iron Manufacturing, Steam Engine and Car Builders, &c., &c., corner of Washington, Canal, West Water, Clinton, and Jefferson streets.

This establishment, during the past year, has erected several large additions to its works, and it is now spread over several blocks. The building alone now occupy two acres of ground, and there is every reason to believe that that in another year more extension will be necessary.

The following are their figures for 1856:

Value of manuf'rs.....	\$625,000	Hands employed.....	400
Wages paid.....	200,000	R. R. cars built.....	133
Cost of buildings.....	30,000	Steam engines built.....	255

RAW MATERIAL CONSUMED.

Coal, bituminous, tons.....	1,000	Iron, pig, lbs.....	1,500
Coal, Lehigh.....	200	Iron, wrought.....	1,023

The above works were established in 1843, during which year the work did not exceed \$10,000.

EXCELSIOR IRON WORKS.—MASON, McARTHUR & CO., Steam Engine and Boiler Builders and Manufacturers, corner of Canal and Carroll streets. These works are quite extensive, the buildings and machinery covering a lot 150 by 74½ feet, three stories high, with outhouses, &c. They were established in 1852 in a small wooden shed on West Randolph street, since which

they have progressed with our city. At present they are extensively engaged in the manufacture of all kinds of sheet iron work, repairing steam engines and machinery in steam boats, propellers, mills, &c. The following are their figures for 1856:

Val. of Manuf'rs.....	\$34,563	Hands employed, No.....	70
Cost of raw material.....	41,650	Steam engines built.....	5
Wages paid.....	24,518	Boilers made.....	62
Cost of buildings.....	2,000		

RAW MATERIAL CONSUMED.

Iron, boiler, bar, and sheet, tons.....	215	Iron, cast, tons.....	57
		Coal, tons.....	400

This shows an increase of about 35 per cent. over the manufactures of 1855.

CHAS. REISSIG, Steam Engine and Boiler Builder, West Jackson street, near the River. This factory was established in 1851, and consists of a brick shop, 80 by 50 feet, two stories, with blacksmith shop, 29 by 70 feet, and boiler shop, 20 by 50 feet. The proprietor commenced business in a small wooden building at the corner of Canal and Jackson streets with but three hands. The business of the year 1856, figures as follows:

Capital invested.....	\$42,000	Steam engines built, No.....	13
Cost of buildings.....	8,600	Boilers made, No.....	195
Val. of manufactures.....	\$100,843	No. of hands emp'd.....	86
Wages paid.....	29,000		

RAW MATERIAL CONSUMED.

Coal, tons.....	500	Iron wrought, cast, tons.....	206
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GRANGER IRON WORKS.—GRANGER BROTHERS, Manufacturers of Castings, Machinery, and Iron Works of all kinds, corner of Franklin and Indiana streets. This establishment consists of a foundry, 40 by 162 feet, and a machine shop 60 by 80 feet, 2 stories. The following are their figures for 1856:

Capital invested.....	\$60,000
Cost of building.....	18,000
Value of manufactures.....	205,000
Wages paid.....	55,900
Cost of raw material.....	133,000
No. of hands employed.....	130
Steam engines built, No.....	30

RAW MATERIAL CONSUMED.

Coal, hard.....	tons.....	430	Iron.....	2,500
Bituminous.....	tons.....	400		

During the past year the above works have been largely engaged in the manufacture of Water and Gas pipes, Architectural Iron Work, &c., &c.

VULCAN FOUNDRY—H. WARRINGTON, West Water street.—This establishment during the past year has manufactured as follows:

Value of manufactures.....	\$50,000
Wages paid, about.....	18,000
Hands employed.....	30
Steam Engines built.....	8

RAW MATERIAL CONSUMED.

Pig Iron, tons.....	330	Coal, Lehigh, tons.....	75
Bar Iron.....	50	Coal, Erie.....	150

These works have been largely engaged in the erection of saw mills, &c.

CHICAGO STEAM ENGINE WORKS—H. P. MOSES, west end of Polk street Bridge, West Division. This is one of the oldest and most extensive establishments in the city. New and commodious buildings have just been finished, 210 by 100

feet, with several other buildings. The following are the figures of the establishment for 1856:

Capital invested....\$100,000	Cost of raw mater'l 63,500
Cost of building.... 15,000	Hands employed.... 75
Value of manufactures.... 150,000	Coal used, tons.... 300
Wages paid..... 52,000	Iron, tons..... 800
	Wood, cds..... 50

SHERMAN, BAY & Co., Manufacturers of Engines and Steam Dredges, 61 and 63 Canal st.

Capital invested....\$10,000	Wages paid.....\$7,000
Cost of building.... 2,500	Cost of raw material. 3,000
Value of manufactures. 40,000	Coal used, tons..... 150
Hands employed.... 20	

Size of factory 40x70. Established Dec., 1855.

They have manufactured two Dredges and eight Engines. They are working two dredges on the Chicago River. Their earnings would amount to about \$15,000 for the season of eight months.

JOS. JOHNSTON—Johnston's Buildings, near State street, manufacturer of Smut-Machines and Bran-dusters.

Capital invested....\$10,000	No. of hands..... 8
Cost of building.... 8,000	Wages paid.....\$4,300

GALENA AND CHICAGO U. R. R. MACHINE WORKS.—These works are devoted to the repairing of engines, cars, and other machinery. They are situated on Kinzie street, and occupy a whole block between Union and Halsted streets. Their work for 1856 figures as follows:

Capital invested....\$ 80,000	Cost of raw mater'l.\$55,000
Value of work..... 175,000	Hands employed.... 140
Wages paid..... 58,000	

RAW MATERIAL CONSUMED.

Coal, soft, tons..... 2,000	Iron, cast, tons.....125
Coal, hard..... 166	Wood, cds.....400
Iron, wrought, tons... 220	

CHICAGO AND ROCK ISLAND RAILROAD MACHINE WORKS.—These works are situated on Buffalo street, between Twelfth and Liberty streets. They consist of car, machine, and blacksmith shops, constructed of brick, and covering three acres of ground. It is devoted to the repairing of cars, locomotives, etc. The following figures show their work for 1856:

Capital inv'd, about..\$110,000	Hands employed.....200
Val of work about. 175,000	Coal used, tons.....300
Wages paid..... 110,000	Iron, wr't, consumed...125
Cost of raw mater'l 98,000	

ILLINOIS CENTRAL RAILROAD MACHINE WORKS.

—These works are situated on the Lake Shore, near Twelfth street, and consist of several large and substantial stone erections, consisting of a machine shop, 150 by 175 feet, two stories; blacksmith shop, 150 by 75 feet, car shop, 300 by 75 feet, engine house, 150 feet diameter, etc. The master mechanic, S. F. Hayes, furnishes the following as the operations during 1856:

Capital invested....\$175,000	Cost of raw mater'l.\$70,000
Cost of bulidings.. 85,000	Hands employed.... 300
Val. of manufactures. 190,000	Coal used, tons..... 1,200
Wages paid 120,000	Iron, wr't, tons..... 200

The above is only expended in repairing. We understand the Company have purchased the American Car Works, at Carville, and will soon commence to manufacture and build their own cars, engines, etc.

CHICAGO, BURLINGTON AND QUINCY RAILROAD MACHINE WORKS.—These works are in the West Division of the city.—No returns.

CHICAGO, ST. PAUL AND FOND DU LAC RAILROAD MACHINE SHOPS.—No returns.

CHICAGO AND MILWAUKEE RAILROAD MACHINE SHOPS.—No returns.

JOHN CLARK & SON, Machinists, Blacksmiths, &c., west side of North Market. This shop is 24 by 50 feet, three stories high, and is devoted to the manufacture of all kinds of machinery. The following figures denote the work turned out in 1856:

Capital invested....\$5,000	No. hands employed....14
Cost of building.... 950	Coal used.....tons 43
Val. of manufactures.11,675	Iron..... " 23
Wages paid..... 2,557	

CLARK & SMITH, Steam Engine and Boiler Works, North Water street. The following are the figures of this establishment for 1856:

Capital invested....\$4,000	No. of boilers made.... 6
Val. of manufactures.15,000	Coal consumed.....tons 45
Wages paid..... 6,000	Iron, wrought..... " 20
No. of engines built... 5	Iron, cast..... " 4

EVARTS & BUTLER, manufactures of Shingle Machines, Steam Engines, &c., North Water street. This shop is 40 by 80 feet, three stories. It is principally devoted to the manufacture of Evarts & Butler's Shingle Machines. The following are their figures for 1856:

Capital invested....\$10,000	Steam engines built.... 3
Val. of manufactures 25,000	Coal consumed.....tons 300
Wages paid..... 7,500	Iron, cast..... " 50
Hands employed.... 12	Iron, wrought..... " 25
Shingle machies made.....	100

RUSSEL & ANGEL, Iron Founders and Car Wheel Factory, corner of Halsted and Kinzie. This foundry is 100 by 43 feet. Its figures for 1856 are as follows:

Capital invested.....\$6,000	
Cost of building..... 1,000	
Value of manufactures..... 80,000	
Wages paid..... 6,000	
Hands employed, no..... 15	
Castings manufactured, tons..... 1,000	
Coal consumed, tons..... 200	
Iron, pig and scrap, tons..... 1,000	
Wood cords..... 50	

JAMES CAMPBELL & Co., Boiler Manufacturers, Jefferson street, near Kinzie street. This shop commenced business six months ago. Its manufactures since then figure as follows:

Capital invested....\$ 400	Coal consumed, tons.... 4
Val. of manufactures 3,000	Iron, wrought, tons.....25
Wages paid..... 700	Boilers made, no..... 6
Hands employed, no..... 2	

JOHN CORNELIUS & Co., Railroad Frog and Switch Manufacturer, Michigan street, between Wells and Franklin streets. Their figures for 1856 are:

Capital invested....\$2,000	Hands employed, no.....16
Val. of manufactures.12,000	Coal consumed, tons.....80
Wages paid..... 6,240	Iron wrought, tons.....35

JENKINS & LEE, Machine Makers, corner of West Randolph and Jefferson streets. Established about two months, since which they have manufactured as follows:

Capital invested....\$7,000	Wages paid.....\$1,000
Val. of manufactures 3,000	Hands employed, no. 15

W. M. HORTON & Co., Iron Founders, corner of Canal and Adams streets. This Foundry has only been in operation four months. The following are the figures since commencement:

Capital invested....\$8,000	Wages paid.....\$2,000
Value manufactures \$4,000	No hands employed. 11

T. W. BAXTER & Co., Manufacturers of Brown's Portable Grinding Mills, West Water

street, between Randolph and Madison streets, The following are their figures for 1856:

Capital invested.....\$20,000	Wages paid.....\$4,800
Cost of buildings.....25,000	No. mills manufact'd.....100
Value manufactures.....35,000	No. hands employed.....12

GEO. W. CHAPMAN & Co., Manufacturers of Fox's Patent Self-setting Circular Saw Mills, 955 Canal street:

Capital.....\$35,000	No. hands.....20
Cost of building.....800	Wages paid.....\$10,000
No. mills manu'd.....100	Raw material.....\$5,000
Value manufactures.....\$60,000	Tons coal.....100

CHICAGO IRON WORKS—F. LETZ, Manufacturer of Ornamental Railings and Castings, Bank Vaults and Doors, Gratings, Shutters, &c. &c.

Capital invested.....\$26,000	Wages paid.....\$29,000
Cost of buildings.....13,000	No. hands employed.....75
Value manufactures.....95,000	

RAW MATERIAL CONSUMED.

216 tons wrought iron.....\$3,953	525 tons coal.....200
399 " cast.....15,200	40 cords wood.....200
Lead, &c.....830	

N. SCHNEIDER, Boiler Maker, Blacksmith, &c., Canal street, between Adams and Jackson streets:

Capital invested.....\$15,000	No. Boilers made.....72
Value manufactures.....43,200	No. Hands employed.....32
Wages paid.....13,000	

PERKINS & KRAUSE, Manufacturers of Steam Engines, Flour and Saw Mills, corner of Canal and Washington streets:

Capital invested.....\$7,000	Wages paid.....\$10,000
Cost of building.....1,200	Tons coal used.....150
Value manufactures.....\$35,000	Tons iron used.....50
No. hands.....20	Size of factory.....80 x 80

This Manufactory was established in April, 1855, with a small engine, one lathe and wood-en machinery. It now has seven lathes—iron planes—a blacksmith shop, &c., and is capable of doing a ten-fold larger business than last year.

GARDEN CITY MACHINE WORKS—WARREN ALDRICH, Manufacturer of Wood-working Machinery, &c. No returns.

R. S. POTTER & Co., Founders and Machinists, corner of Canal and Adams streets.

Capital invested.....\$4,500	Wages paid.....\$4,500
Value of manuf'cs.....25,000	Hands employed.....10
Cost of raw material.....12,000	

W. BARAGWANATH, Boiler Maker, Blacksmith, &c., Market st., near Van Buren street bridge. Returns refused.

A. BAIRD & Co., Blacksmith, 157 Canal street.

Hands employed.....15	Tons coal used.....300
Wages paid.....\$5,000	Tons iron used.....150

J. W. COBB, Manufacturer of Steam Engines, Mill Gearing, &c., Jefferson street. Figures refused.

THOS. HEZMAHALCH, Iron Founders, corner of Carroll and Halsted streets. No returns.

RECAPITULATION.

CAPITAL.

Capital invested in 1856.....\$1,578,900	
Unreported (estimated).....175,000	

Total capital in 1856.....\$1,753,900	
Capital invested in 1855.....1,102,000	

Increase in 1856.....\$651,900	
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VALUE OF MANUFACTURES.

Value of manufactures in 1855.....\$3,637,034	
Unreported (estimated).....150,000	

Total.....\$3,687,034	
Value of Manufactures in 1855.....2,910,500	

Increase in 1856.....\$976,534	
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COST OF BUILDINGS.

Cost of buildings used in manufactures.....\$573,000	
Unreported (estimated).....100,000	

Total.....\$673,000	
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ENUMERATION OF MANUFACTURES.

Boilers manufactured.....576	Railroad cars.....700
Steam engines.....497	Steam dredges.....2
Saw mills.....250	Shingle machines.....100
Portable flouring mills.....100	

WORKMEN EMPLOYED, WAGES, &c.

Workmen employed in 1855.....2,366	
Unreported (estimated).....500	

Total.....2,866	
Workmen employed in 1856.....1,945	

Increase in 1856.....921	
Wages paid in 1856 (estimated).....\$1,323,765	

RAW MATERIAL CONSUMED.

Wrought iron, tons.....8,023	Coal, tons.....12,768
Cast.....14,569	Wood, cords.....2,000

Stoves.

VINCENT, HIMROD & Co., Stove Manufacturers, South Branch, near Adams street. Sales Rooms, Lake street.

Capital invested.....\$150,000	No. stoves manuf'd.....10,500
Cost of building.....50,000	Hands employed.....40
(with tool).....50,000	Coal used, tons.....300
Value manuf'cs.....145,000	Iron cast, ".....600
Wages paid.....24,000	Wood used, cords.....500

Besides the above, Vincent, Himrod & Co. manufacture largely at Erie, Pa., and dispose of their products here. Their factory here is 80 by 120 feet, three stories high.

JOHNSTON, FARNSWORTH & Co., Stove Manufacturers, corner of Van Buren and Jefferson streets.

Capital invested.....\$35,000	Value raw material.....\$42,000
Cost of buildings.....10,000	Cast iron used, tons.....600
Value manufactures.....93,000	Coal.....1,200
Wages paid.....15,000	Wood, cords.....50

RECAPITULATION.

Capital invested.....\$185,000	Hands employed.....70
Cost of buildings.....83,000	Coal used, tons.....1,500
Value manuf'cs.....238,000	Iron.....1,200
Wages paid.....39,000	Wood, cords.....550

Agricultural Implements.

The manufacture of Agricultural Implements in our city is a branch of industry that keeps pace with the development of the resources of the great Northwest.

The demand for improved agricultural implements by the farmers of the West, and especially of Illinois, is only equalled by the amount of land that is being brought under subjection by the immigrants that pour in on us from the East. It is but a few years since the sight of a reaper was a sufficient wonder to call together old and young for twenty miles. Now, no one pretends to farm on our prairies without one. So is it with threshing machines, corn shellers, &c. This is the age of machinery, and no one employs it to greater advantage and profit than the farmers of the Northwest.

It is needless to state that the agricultural implements of Chicago manufacture have a world-wide reputation. The exhibitions in London, Paris, and New York—wherever they have been tried—have tested and proven their superiority, and it is not to be wondered that the demand for them should be beyond the capacity of the manufacturer.

By the recapitulation at the end of this branch of manufactures, it will be seen that the business of the four agricultural implement factories in our city has increased over that of 1855, \$484,510; the capital invested has been increased \$143,000, and the number of workmen employed has increased from 484 to 375. In 1854 there were manufactured in Chicago 1800 reapers and mowers; in 1855, 2268; and it will be found that in 1856 the number has increased to 5,860.

M'CORMICK'S REAPER AND MOWER FACTORY.—This establishment covers about four acres of ground on the main branch of the river, near its entrance, on which are several substantial buildings. The main building is 40 by 240 feet, four stories, besides a foundry, blacksmith shop, and other buildings of similar capacity. It was established in 1847, and has grown with the increasing demand for M'Cormick's renowned reapers, to its present size and capacity.

In 1854, the number of reapers manufactured was 1,550—valued at \$232,500; the number of hands employed, 140; and the value of raw material consumed, \$78,000. In 1855, there were 2,568 reapers manufactured—valued at \$398,040; number of hands employed, 250; cost of raw material consumed, \$103,786. The following are the figures for the manufactures, &c., of 1856:

Capital invested	...\$357,000	Reapers manuf'd	4,060
Cost of buildings	... 20,000	Hands employed	250
Val. of manuf'rs.	629,300	Coal consum'd, tns.	850
Wages paid	... 69,000	Iron, pig, tons	1,000
Cost raw mater'ls	... 157,000	Iron, bar	694

H. A. PITTS, Manufacturer of Threshing Machines and Horse Powers, corner of West Randolph and Jefferson streets.

This factory was burned down in September, 1855, since which time it has been rebuilt and greatly extended. The main building is 35 by 150 feet, 3½ stories high, with a wing 20 by 75 feet, 3 stories, and a blacksmith shop, 75 by 30 feet. Operations commenced in the new buildings in March, 1856, since which, up to the first of November—eight months—their manufactures figure as follows:

Capital invested	...\$35 000	Separators and horse-	
Cost of buildings	... 15 000	powers manuf'd	200
Val. of manuf'rs.	75 000	Hands employed	65
Wages paid	... 18 720	Coal consumed, tons	200
		Iron	218

Three hundred machines are now in course of manufacture for next season's demand.

JOHN S. WRIGHT & Co., Manufacturers of Atkins' Self-raking Reaper and Mower, corner Michigan and Peyton streets.

Capital	...\$175 000	No. machines man-	200
Cost of buildings	... 40,000	Wages paid	\$75,000
No. machines man-		Val. raw mater'ls	125,000
ufactured	1,400	Coal, tons	250
Val. of manuf'rs.	\$260 000	Iron	815

WEMPLE KLINE & Co., Manufacturers of Threshing Machines and Corn Shellers, corner Washington and Canal.

Capital	...\$30,000	Wages paid	...\$43,800
No. machines manu-		Timber, ft.	110,000
factured	341	Coal, tons	150
Val. of manuf'rs.	\$70,000	Iron	200
No. hands	50		

RECAPITULATION.

CAPITAL.

Capital invested in 1856 in Agricultural Imple-	
ment Factories	...\$597,000
Capital invested in 1855	... 454,000
Increase of capital in 1856	... \$143,000

'MANUFACTURE'.

Total value of manufactures in 1856	...\$1,134,200
1855	... 649,790
Increase in 1856	... \$484,510

ENUMERATION OF MANUFACTURERS.

No. reapers and mowers	1854, 1,800	1855, 2,268	1856, 5,860
No. threshing machines	175	210	544

WORKMEN EMPLOYED.

No. of men employed	1854, 300	1855, 480	1856, 575
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'RAW MATERIAL CONSUMED.

Pig iron, tons	1854, 920	1855, 1,430	1856, 1,833
Wrought iron	400	654	1,094
Coal, tons	650	1,370	1,550

Brass Founders, Tin and Copper Smiths, Plumbers, &c.

THOMAS GEORGE & Co., Brass Founders, Copper Smiths, Manufacturers of Tin-ware, and fitters-up and Manufacturers of Steam Heating Apparatus, &c., &c., 118 Franklin street and 201 Lake street.

This establishment has two shops—one 25 by 100 feet, four stories, on Lake, and another 25 by 100 feet at 118 Franklin street. It is probably the largest establishment of the kind in the Northwest, and is so varied in its character that railroads, factories, breweries, &c., are enabled to get all their brass, copper and iron work done at this establishment. During the present winter they have fitted up heating apparatus in R. K. Swift's Bank, Metropolitan Hotel, and a large number of private dwellings. Their firemen's trumpets manufactured here, are used all over the West, and are the neatest shaped to be found anywhere. They have an enviable reputation for the manufacture of brass, croton and steamwork for plumbers and steam engine builders, which is pronounced by good judges to be heavy and durable.

The following are their figures for 1856:

Val. of manuf'rs.	\$75,000	Hands employed	70
Wages paid	...\$25 000	Coal consumed, tns.	350

All kinds of zinc, copper, tin, brass and iron manufactures are included in the above figures.

R. T. CRANE & BRO., Brass Foundry, Finishing and Steam-fitting, 102 West Lake street.

Capital invested	...\$10,000	Wages paid	...\$20,000
Cost of building	... 2,000	Coal used, tns.	35
Val. of manuf'rs.	30,000	Brass, tons	75
Hands employed	... 35		

C. METZ, Manufacturer of Tin and Hardware, Dealers in Stoves, 50 and 52 State street.

Capital invested	...\$1-000	Wages paid	...\$12,250
Hands employed	... 35	Sheet iron used, tons	246

GREENBAUM SONS, Plumbers, Tinner, and Hardware:

Cost of building	...\$16,000	Wages paid	...\$15,600
No. hands	... 26		

Factory and store, five stories, 20 by 161 feet

MARTIN WISE, Tin Ware Manufacturers, 220 Randolph street:

Manufactures, \$10,000 No. hands.....50
 ENWIN HUNT, Manufacturer of Hardware Finishings, 79 Lake street:

Value manufactures..\$5,000 Wages paid..... \$3,500
 No. hands..... 7 Tons coal used..... 12

WALWORTH, HUBBARD & Co., Manufacturers of every description of heating, cooking and drying apparatus, &c., 233 Lake street. Figures not given.

The following are engaged in Plumbing, and in some instances, tin, copper and brass ware:

Name of firm.	Capital invested	Value of manufactures in 1856.	Hands emp'd, yd., &c.	Wages paid.....
A. Raffin & Son.....	\$3,000	\$ 7,000		\$3,500
T. Gavey.....	1,000			
H. W. Hamilton & Co..	2,000			
Schendel & Hausworth..	2,000	3,000		
M. Nelson.....				
C. P. Schultz.....		300		
A. H. Parish.....	3,000	10,000	4	1,500
Leonard, Bros.....	5,000	10,000	3	2,200
Gibson & White.....	6,000	5,000	8	4,000
Dakin & Barker.....	3,000	4,000	4	1,000
Polson & Arentz.....			10	5,475

RECAPITULATION.

CAPITAL.	
Capital invested in 1856.....	\$132,000
Unreported—(est.).....	125,000
Total.....	257,000
Capital invested in 1855.....	142,000
Increase in 1856.....	\$115,000

VALUE OF MANUFACTURES.	
Value of manufactures in 1856.....	\$327,000
Unreported—(est.).....	250,000
Total.....	\$577,000
Value of manufactures in 1855.....	\$377,200
Increase in 1856.....	\$ 99,710

MEN EMPLOYED.	
Hands employed in 1856.....	221
Unreported, (est.).....	150
Total.....	371
Hands employed in 1855.....	188
Increase in 1856.....	163

WAGES PAID.	
Amount of wages paid hands in 1856.....	\$94,025
Unreported, (est.).....	67,500
Total.....	\$161,525

Carriages, Buggies, Omnibuses, Wagons, &c.
 The manufactures of carriages and wagons in this city progresses in about the same ratio as other branches of industry. The rage for "East ern work" is fast wearing away; and "Chicago carriages" in the West and Northwest have a reputation about equal to those of Hartford. Especially is this true of wagons. A "Chicago wagon" will at any place in the West, bring a much higher price than those of Ohio or Michigan.

J. F. MENDSEN'S (formerly Welch & Mendsen) Carriage and Omnibus Factory. This is the largest and most extensive carriage factory in the West, and is situated on the corner of West Randolph and Ann streets. It consists of a large three story brick building, 40 by 90 feet, and a wing of two stories, 30 by 100 feet. It was established in 1846, and has acquired an enviable reputation for its carriages, omnibuses,

&c. The following are the figures of this establishment for 1856:

Capital invested.....	\$45,000
Cost of buildings.....	10,500
Value of manufactures.....	63,000
Wages paid hands.....	23,174
Cost of raw material.....	28,448
Hands employed.....	70
No. of Carriage, Buggies and Omnibuses manufactured.....	229

RAW MATERIAL CONSUMED.

Iron and steel, tons.....	45
Wood, cords.....	40
Coal.....	95

A. C. ELLITHORPE, Carriage Manufacturer, corner of Randolph and Morgan streets. This establishment turns out all kinds of carriages, buggies, sleighs, &c., of a very superior shape and workmanship. The following are their figures for 1856:

Capital invested....	\$30,000
Cost of raw material value manufactures.....	10,000
No. hands.....	40
Wages paid.....	\$20,000
Buggies manuf'd.....	300

FURST & BRADLEY, Manufacturers of Wagons, Buggies, Carriages, &c., &c., 73 and 75 West Randolph street. The following are the figures of this establishment during 1856:

Capital invested....	\$12,000
Wages paid hands.....	\$15,000
Cost of buildings.....	3,000
Cost raw material.....	15,000
Value manufactures.....	40,000
No. hands employed.....	45

RAW MATERIAL CONSUMED.

Iron, tons.....	60
Coal, tons.....	100
Steel, ".....	20
Wood, cds.....	25

This factory consists of one building, 25 by 90 feet, one 18 by 38 feet, and one 22 by 35 feet—all two stories high. The machinery is driven by one six horse power steam engine.

W. STEINHAUS, Carriage and Wagon Manufacturer. This factory is situated at the village of Holstein, about three miles out on Milwaukee avenue. The Repository and Sales Rooms are on Canal street, between Lake and Randolph streets. This factory was built about three years since, and is 430 feet long by 40 wide, two stories high. The following figures show the manufactures, &c., of 1856:

Capital invested.....	\$35,000
Wagons and carriages Cost of buildings.....	2,000
made.....	1,000
Value manufactures.....	75,000
Hands employed.....	75
Wages paid hands.....	25,000

RAW MATERIAL CONSUMED.

Wrought iron and steel.....	250
Coal, tons.....	100
Wood, cds.....	80

JOHN H. KLINE, Carriage Manufacturer, Jefferson street, between Lake and Randolph streets. This factory was established in September last. The manufactures since then are as follows:

Capital invested.....	\$3,000
Cost of raw material.....	700
Cost of building.....	1,000
Carriages made.....	15
Value manufactures.....	2,300
Hands employed.....	9
Wages paid.....	1,050

It is intended in the spring to erect other buildings, so as to accommodate thirty hands.

BOHANNON, M'PHERSON & Co., Carriage Manufacturers, Halsted street, near Lake. This establishment only commenced business in August last. Its figures are as follows:

Capital invested.....	\$2,000
Value manufactures.....	\$3,000
Cost of building.....	800
Hands employed.....	8

RAW MATERIAL CONSUMED.

Coal, tons.....	6
Iron and steel, tons.....	4

PETER SCHUTTLE, Wagon Maker, 75 Franklin street:

Capital invested....\$50,000	Hands employed.....100
Cost of building.....20,000	Tons coal used.....150
Wagons manufac'd. 1,800	Tons iron used.....300
Value manufactures,120,000	

H. WITBECK & Co., manufacturers of Wagons, Buggies and Plows, corner Jefferson and Randolph streets.—This is one of the largest factories in the city. It consists of one building 40 by 107, four stories; one 60 by 28, two stories; and one 40 by 60 feet, one story. Its figures for 1856 are:

Capital invested.. \$ 30,000	Wagons manufac'd	1,000
Cost of buildings.. 15,000	Plows do.....	1,000
Value of manufa's. 100,000	Buggies do.....	50
Wages paid..... 12,000	Sleighs do.....	50
Cost raw material.. 50,000	Lumber yard carts	100
Hands employed.... 80		

RAW MATERIAL CONSUMED.

Coal, tons.....200	Wood, cords.....100
Iron, wrought, tons.... 50	

J. C. OUTHET, Wagon manufacturer, 167-169 West Randolph street.—This factory was established in 1837. Its manufactures, &c., for 1856, are as follows:

Capital invested....\$ 6,000	Wages paid.....1,552
Cost of building.....1,600	Wagons manufac'd. 200
Value of manufac's,16,560	

RAW MATERIAL CONSUMED.

Coal, tons.....20	Iron, wrought, tons.....40
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PENTECOST & DAYMONT, Wagon and Carriage manufacturers, 111-113 West Randolph street.—The following are the figures of this establishment for 1856:

Capital invested....\$ 7,500	Buggies do..... 55
Value of manufac's. 21,400	Coal used, tons..... 25
Wages paid..... 750	Iron, wrought, tons 50
Wagons manufac'd 200	

WRIGHT & WILLETS, Carriage Manufacturers, 73 and 75 State street.—This establishment commenced manufacturing in 1853. Its factory consists of a building 160 by 30 feet. The following are their figures for 1856:

Capital invested....\$ 6,000	Carriages manuf'd. 75
Cost of building..... 3,500	Sleighs do..... 30
Value of manufac's 22,000	Coal consumed..... 50
Wages paid..... 9,000	Iron, and steel (est.) 25
Hands employed.... 20	

P. HICKS, Wagon and Carriage Maker, 132, 134, and 138 West Lake:

Capital invested....\$10,000	Wages paid.....\$14,400
Cost of building..... 5,000	Feet lumber used... 30,000
Wagons and carriages manufac'd. 400	Tons coal..... 25
Value of manufa's, \$30,000	Tons iron..... 10
Hands employed.... 35	Cords wood..... 15

J. BOWMAN, Wagon Maker, 81 and 89 Franklin street:

Capital invested....\$10,000	Value of manufac's. 3,500
Cost of building..... 12,000	Hands employed.... 50
Wagons manufac'd 500	

REESE & Co., Carriage Manufacturers, 79 Franklin street:

Capital.....\$ 8,000	Hands employed.... 38
Cost of building..... 5,000	Wages paid..... 20,440
Carriages manufac'd. 400	Tons coal used..... 60
Value of manufac't, \$30,000	Iron, (value).....\$ 8,500

BURGESS & WILSON, Carriage Manufacturers, 87 Franklin street:

Capital.....\$ 3,000	Hands employed.... 12
Carriages manufac'd. 20	Wages paid.....\$ 6,500
Value of manufac's, \$10,000	

The following is a list of Wagon Makers, whose figures we place in tabular form:

Name of Firm.	Capital Invested	Value of Manuf. in 1856.	No. of Wagon manufactured.	N. of hands employed.	Tons of Iron consumed.	Tons Coal consumed.
H. Weber.....	\$5,000	\$12,500	200	10	30	30
G. Husher.....	400	20,000	40	12	30	35
S. Ries & Co.....	1,200	4,000	25	4	4	6
J. H. Anderson.....	3,000	28,000	400	34	75	70
F. Michel.....	1,500	4,000	15	4	5	10
G. Wehmüller.....	1,000	4,000	14	4	6	9
John E. Smith.....	2,500	3,000	25	4	7	8
N. Thaez.....	1,000	5,000	6	4	6	8
E. D. Hanlon.....	1,000	6,000	15	8	8	24
M. Hitz.....	400	250	4	4	2	3
G. P. Rominger.....	400	200	1	3	3	3
A. Scow.....	400	100	10	3	3	3
A. Schrader.....	600	6,000	12	3	3	6
H. Taylor.....	400	800	6	6	12	3
H. D. Preston.....	1,000	1,000	12	3	3	3
C. Koerper.....	2,000	20,000	100	14	10	20
A. Weide.....	4,000	11,000	160	12	20	30

RECAPITULATION.

CAPITAL.

Capital invested.....	\$56,400
Unreported, (est.).....	50,000

Total.....\$106,400

VALUE OF MANUFACTURES.

Value of manufactures in 1856.....	\$798,160
Unreported, (est.).....	150,000

Total.....\$948,160

WORKMEN EMPLOYED AND WAGES PAID.

No. of hands employed.....	751
Unreported, (est.).....	150

Total.....881

Wages paid.....	\$159,566
Unreported, (est.).....	60,000

Total.....\$219,566

ENUMERATION OF MANUFACTURES.

Wagons manufactured, no.....	6,400
Carriages.....	1,099

RAW MATERIAL CONSUMED.

Coal, tons.....	1,346
Iron and Steel, tons.....	1,069
Wood, cords.....	285

COST OF BUILDINGS.

Cost of Buildings.....	\$207,000
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Illch Wines, Ale, Beer, &c.

CHAS. H. CURRISS, Distiller, Lake Shore, south of Twelfth street:

Capital invested... \$50,000	Hands employed... 25
Cost of building... 20,000	Wages paid... \$12,000
Phis highwines... 10,000	Raw material... 133,000
Val. manufactures,150,000	Coal used, tons..... 1,600

A. & W. H. CRESBY & Co., Distillers, North Branch:

Capital invested....\$75,000	V 1 manufactures, \$310,000
Cost of building..... 50,000	Hands employed.... 50
Highwines manu- factured, pairs...1,050,000	Bush. grain used... 300,000
	Tons coal..... 3,000

CHICAGO BREWERY.—LILL & DIVERSEY, Brewers of Ale, Porter and Bavarian Lager Beer, corner Pine street and Chicago avenue.

This is the most extensive brewery in the West. It covers a whole block—its principal brewing house being a large brick structure 450 by 100 feet. It was established in 1835, and has grown gradually up to its present dimensions, as the demand for its manufactures increased. There are fed at the brewery 120 head of milk cows, and 24 horses are used for teaming, &c. The following figures show their manufactures during 1856:

Capital invested in business.....	\$220,000
Cost of building and fixtures.....	127,000
Value of manufacture.....	212,160
Wages paid.....	21,888
Ale manufactured, bb g.....	39,780

Vinegar " "	2,170
Milk sold, quarts.....	160,701
Barley used and on hand, bu.....	182,700
Hops, lbs.....	69,976
No. of hands employed.....	57

Early in the spring a large addition will be made to the brewery, for the sole purpose of manufacturing Bavarian Lager Beer, of which article they intend to brew 30,000 barrels during 1857. The new addition will be 100 by 70 feet, and will cost over \$40,000. The lower part of the addition will be made in vaults to hold 15,000 barrels of beer for summer.

The machinery is at present driven by a steam engine of twenty horse power. In the brewery there is an ice house capable of holding 10,000 barrels of English stock ale, which they fill every winter for the following summer's use.

COLUMBIAN BREWERY.—J. J. SANDS, Manufacturer of "Cream Ale," corner of Pine and Pier son streets.

This brewery was built in 1855, and consists of a building, 54 by 45 feet, two stories, with cellar. The following figures show the manufactures, &c., of the brewery for 1856.

Capital invested.....\$5 000	Coal consumed, tons.. 125
Cost of building.....2 500	Barley, bu, about..... 9,000
Val. of manufactures, 48 000	Wood, cords..... 20
Wages paid.....2,500	Hops, lbs..... 20
Cost of raw materials.....28,000	Ale manufactured, bbls 6,000

Beer Brewers.

Names of Firm.	Capital invested	Value of manufactures in 1856.	No. hands employed.....	Bbls beer manufactured.....	Bushels grain used.....	Pounds Hops consumed.....
Conrad Seipp.....	18,000	8,960	6	1,120	2,240	2,000
Geo. Meitz.....	15,000	19,200	6	2,400	4,800	4,000
Braham & Co.....	8,000	8,000	2	1,000	3,000	2,400
J. Busch.....	6,000	25,600	4	3,200	6,400	600
J. F. Rodermeyer.....	8,000	40,000	6	5,000	8,750	8,000
Rueher & Co.....	5,000	11,200	2	1,400	2,800	832
Blattner & Co.....	1,000	2,000	2	250	700	700
S. Irwin.....	3,000	5,000	1	1,000	2,000	2,000
— Spriggs.....	2,000	7,200	2	900	1,800	500
Total.....	67,000	130,160	33	16,270	32,490	21,432

Besides the above there are a large number of Rectifiers, and some Brewers and Vinegar Manufacturers, whose figures we have not received. Their manufactures would probably exceed \$250,000.

RECAPITULATION.

CAPITAL.	
Capital invested.....	\$297,000
Unreported. (est).....	100,000
Total.....	\$397,000
Capital invested in 1855.....	397,500
Increase in 1856.....	\$99,500
VALUE OF MANUFACTURES.	
Value of manufactures.....	\$950,320
Unreported. (est).....	200,000
Total.....	\$1,150,320
Value of manufactures in 1855.....	826,675
Increase in 1856.....	\$323,645

ENUMERATION OF MANUFACTURES.

High wines, gals., 1,567,241	Ale, bbls.....	45,780
Beer, bbls..... 16,370	Vinegar, bbls.....	2,170
RAW MATERIAL CONSUMED.		
Grain, bush.....755,250	Coal, tons.....	6,000
Hops, lbs..... 97,008	Wood, cords.....	400
HANDS EMPLOYED.		
Hands employed.....		465

Soap, Candles, Lard Oil, etc.

The manufacture of Soap, Candles, and Lard Oil has increased much during the past year. Great difficulty, however, has been experienced in collecting the figures of small and widely scattered factories. We append those obtained :

CHARLES CLEAVER, Soap, Candle, and Lard Oil manufacturer, Cleaverville, Lake Shore.—This factory covers about twelve acres of ground, and is on the Lake shore, having a pier for vessels. The track of the Illinois Central and Michigan Central Railroads also are right in front of it. The following are their figures for 1856 :

Capital invested....\$100,000	Hands employed..... 30
Val. of manufact's. 175,000	Oil manufact'd gals., 40,000
Wages paid..... 15,000	Soap and Candles, tons 600

HUGH RITCHIE, Soap and Candle works, corner Wolcott and Grand Haven Slip. The following are the figures of this factory for 1856 :

Capital invested....\$9,400	Family & Palm Soap
Cost of building..... 3,600	manufact'd bxs.....5,712
Value of manufact's. 21,511	Soft Soap, bbls.....3,500
Wages paid..... 2,160	Coal consumed, tons.. 55
Cost of raw mater' 17,604	Wood, cds..... 42
Raw mat'l sold..... 2,460	

City trade for pure soaps increasing very fast.

THOMAS DOUGALL, Soap and Candle manufacturer, Cedar street, on Lake Shore. The following are the figures of this establishment for 1856 :

Capital invested....\$10,000	Candles manu'd, bs. 141,000
Cost of building..... 1,500	Soap manufact'd, bs. 250,000
Value of manufact's 31,500	Wood consumed, cds 70
Hands employed..... 5	

CROSBY & WENDT, manufacturers of Soap Candles and Lard Oil. This factory is situated on the North Branch of the River, West side.

The following are its figures for 1856 :

Capital invested....\$15,000	Hands employed..... 10
Cost of buildings.... 4,000	Coal consumed, tons.. 100
Value of manufact's 50,000	Wood, cds..... 50
Wages paid..... 7,100	

BALL & SEARS, manufacturers of Lard Oil and Stearine Candles, State street, near Twelfth :

Capital invested....\$30,000	No. hands..... 5
Cost of building..... 3,000	Wages paid..... \$2,000
Value of manufact's 45,000	Wood used, cds..... 20
Value raw material. 40,000	

SCAMMON & HAVEN, manufacturers of Linseed Oil, South Branch of River, West Side. The following figures denote the manufactures of 1856 :

Capital invested....\$30,000	Linseed Oil man., gls. 40,000
Value of manufact's 54,000	Putty, bs..... 200,000

H. GARDNER & Co., manufacturers of Soap, corner Sherman and Taylor streets :

Capital invested..... \$600	No. hands..... 4
No. bs. manufact'd. 5,000	Wages paid..... \$290
Value of manufact's. \$1,000	Coal, tons..... 25

Besides these, there are in the business **JOSEPH JOHNSTON**, **EISENDRATH & HUGG**, **H. D. WIL-LARD**, and a few others, whose figures were not received.

RECAPITULATION.

CAPITAL.	
Capital Invested.....	\$196,000
Unreported (est.).....	100,000
Total.....	\$296,000
VALUE OF MANUFACTURES.	
Value of manufactures.....	\$378,611
Unreported (estimated).....	150,000
Total.....	

ILLINOIS STONE DRESSING COMPANY.—Yard and Office, corner Wells and Taylor streets.

This company is engaged in dressing and sawing stone, and in the sale of Athen's Marble taken from Sherman's quarries at Lemont. The following are the figures for 1856:

Capital invested.....	\$26,500
Value of stone manufactured and quarried.....	148,575
Wages paid.....	50,332
Hands employed.....	44
Coal used, tons.....	275

EXCELSIOR STONE WORKS.—ROFINOT & Co., Wells street, near Harrison streets.

This establishment has a quarry at Athens, from which the stone or "Athens marble" is taken. The following are the operations of the company for 1856:

Capital invested.....	\$75,000
Cost of buildings.....	5,000
Value of stone manufactured.....	67,000
Stone sold in the rough state.....	45,000
Wages paid.....	\$3,000
Hands employed.....	150
Iron used, tons.....	15
Wood, cords.....	300

H. & O. WILSON, corner of State and Washington, Marble Works:

Capital invested.....	\$55,000	Wages paid.....	\$13,350
Cost of building.....	12,000	Marble used, ft.....	25,000
Val. of manufact'rs.....	64,000	Coal used, tons.....	50
Hands employed.....	35		

Size of factory 25 by 60 feet and 40 by 61 feet. Established Sept. 5, 1851.

This establishment has erected during the year a brick building three stories and 60 by 20 feet. It contains a steam engine of twenty horse power, two gangs of saws of 100 blades, one rubbing wheel, two rip-saws, one circular saw, one drilling machine, and four polishing blocks, all of new and improved patents.

KERR & LAUERMAN, 313 North Clark street, Marble Works.

Capital invested.....	\$1,500	Hands employed.....	3
Cost of building.....	150	Marble used, feet.....	1200
Val. of manufact'rs.....	3,000		

SCHUREMAN, HOFEMAN & MELICK, Marble Manufacturers, 196 and 198 Clark street:

Capital invested.....	\$14,000	Hands employed.....	50
Val. of manufact'rs.....	60,000	Raw material.....	\$30,000

L. SHERMAN & Co., Marble Works, corner N. Clark and Chestnut streets.

Capital invested.....	\$20,000	Wages paid.....	10,000
Value of manufact'rs.....	25,000	Hands employed.....	25

Jos. PFEIFFER, 154 Randolph st., Marble and Limestone cutting.

Capital.....	\$1,300	No. hands.....	6
Value of manufact'rs.....	3,200	Wages paid.....	\$1,000

W. & B. COOK & Co., Stone Cutters, corner Market and Quincy streets.

Capital.....	\$8,000	No. hands.....	85
Value of manufact'rs.....	30,000		

RECAPITULATION.

Capital invested in stone and marble manuf.....	\$217,950
Unreported (estimated).....	400,000

Total.....	\$617,950
Total for 1855.....	578,000

Increase.....	39,950
Value of manufactures.....	\$446,775
Unreported (estimated).....	450,000

Total.....	\$896,775
Total for 1855.....	588,900

Increase.....	\$307,875
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Hands employed.....	393
Unreported (estimated).....	450
Total.....	843
Total for 1855.....	676
Increase.....	167

Planing, Sash, Doors, Blinds, etc.

SIMEON SMITH & Co.—Lumber and Planing Mill, corner of Ontario and Peyton streets.

This establishment has in operation, driven by an engine of 60 horse power:

- 2 Woodworth Planers.
- 2 Circular Saws
- 1 Re-Sawing Mill:

Its manufactures for 1856, are as follows:

Capital invested.....	\$13,000	Wages paid.....	\$4,680
Cost of buildings.....	15,000	Lum'r planed, ft.....	2,500,000
Value of manufact'rs.....	25,000		

DAVID GOODWILLIE, Planing, Sawing, Moulding, Shingle and Turning Mill, corner Franklin and Ohio streets. This mill is 100 feet square and has the following machinery, driven by an engine of 60 horse power;

- 2 Woodworth Planers.
 - 1 Farrar
 - 1 Moulding Mill.
 - 2 Turning Lathes.
 - 2 Everts & Butler's Shingle Mills.
 - 2 Scroll Saws.
 - 1 Siding Saw.
 - 3 Circular Saws.
- Sash and door machinery.

The following are its manufactures for 1856:

Capital invested.....	\$10,000	Wages paid.....	\$10,000
Cost of buildings.....	7,000	Hands employed.....	40
Value of manufact'rs.....	50,000		

Besides the above, there were half built, 14 dwelling houses and one hotel.

M. C. HATFIELD, Planing Mill, Jefferson st., near Hubbard.—This mill has a steam engine, 35-horse power, one Norcross Planer, one Farrer Planer, besides saws and moulding machines:

Its figures for 1856 are:

Capital invested.....	\$5,000	Hands employed.....	8
Value of manufact'rs.....	8,000	Lum'r manuf'd, ft.....	2,000,000
Wages paid.....	3,000		

MERRILL & POINIER, Planing, Sawing and Moulding Mill, Jefferson street, between Fulton and Carroll streets. This mill is driven by a steam engine, 35-horse power. It has:

- One Farrer Planer,
- One Triumph Planer,
- Two Circular Saws,
- One Tenoning Machine.

Its manufactures, etc., since March 1, 1853, are:

Capital invested.....	\$15,000	Value of manufact'rs.....	\$10,000
Cost of building.....	2,000	Wages paid.....	3,600

P. C. HEALY, Sash, Door and Blind Factory, corner Carroll and Halsted streets:

Capital invested.....	\$15,000	Hands employed.....	15
Cost of building.....	1,500	Coal consumed, tons.....	52
Value of manufact'rs.....	24,000	Wood consumed, cords.....	15
Wages paid.....	9,000		

Machines driven by steam power.

BAKER & McEWEN, Sash, Door, Blind and Moulding Mill, corner Pierson and Wells sts.—This mill is driven by steam power, has one Farrar planer, and sash, door and moulding machinery of all kinds.

Capital invested.....	\$10,000	Wages paid.....	\$23,000
Cost of building.....	5,000	Hands employed.....	50
Value of manufact'rs.....	80,000		

Goss & PHILLIPS, manufacturers of Sash, Door, Blinds, Window Frames, Mouldings, etc., corner Clark and Twelfth streets, and No. 189 Randolph street:

Capital invested...\$30,000 Wages paid, about...\$27,000
Build'gs & Mach'y...10,000 Hands employed... 92
Value of manufac's 108,397 Lum'r man'd, ft., 1,500,000

Owing to the above factory being consumed by fire in August last, with 100,000 feet of first clear lumber, operations were suspended for six weeks.

S. BARBOUR & Co., Planing and Lumber Dressing Mill, Canal street, between Adams and Jackson streets.

This establishment has just commenced business with a capital of \$7,500. It is driven by steam power.

ABBOTT & KINGMAN, Sash, Door and Blind Manufacturer, corner of Clark and Stowell streets.

This factory was established in 1854, and is 120 by 40 feet, three stories. It is propelled by steam power. The following figures denote their manufactures, &c., for 1856:

Capital invested...\$150,000 Wages paid, (est.)...\$4,000
Cost of buildings... 5,000 Hands employed... 80
Value of manufac's, 100,000

COBB & GAGE, Planing Mill and Sash Factory, corner of Canal and Adams streets:

Capital invested...\$15,000 Wages paid...\$15,000
Value manufactures... 50,000 Raw material... 20,000
No. hands... 45

GEO. A. FLAGG & Co., Planing Mill, Wells, near Polk street:

Lumber planed, ft., 3,000,000 No. hands... 15
Value manufac's... \$75,000 Wages paid...\$6,000

This is the only mill which uses Beardsley's patent Planing Machines.

WM. E. HULL & Co., Planing and Sawing Mill, Johnston's Building, State street:

Capital invested...\$10,000 Cost of building and machinery...\$5,000
No. hands... 15

S. J. COBB, Planing and Sawing Mill and Box Factory, Canal and Adams:

Cost of building... \$5,000 Tons nails...15
Value manufac's...\$136,100

Foss & Bros., Planing Mill, corner of Canal and Monroe streets:

Capital... \$25,000 No. hands... 20
Lumber, ft., 3,000,000 Wages paid...\$10,500

MASON & LAMB, Sawing and Planing Mill, corner of Jefferson and Fulton streets:

Capital...\$9,500 Lumber, ft., 2,200,000
Cost of building... 1,000 No. hands... 15 to 20

F. McFALL, Sash, Doors, Blinds, Planing Mill, corner of Market and Tyler streets:

Value manufactures...\$60,000 Wages paid...\$16,000
No. hands... 45

One steam engine, 45 horse power, one Triumph planer.

G. HERBERT & Co., Planing and Box Making, corner of Polk and Wells streets:

Capital... \$25,000 Value manufactures...\$46,000
No feet manufac'd, 2,300,000 No. hands... 35

Machinery, one engine of 125 horse power, three Norcross planing machines, two matching machines, nine circular saws.

TEMPLE, WRIGHT & Co., Planing Mill, corner of Polk and Canal streets:

Capital... \$10,000 Value manufactures...\$28,000
Cost of building... 1,000 No. hands... 15
Lumber man'd, ft., 1,400,000 Wages... \$8,000

Machinery, one engine of 150 horse power, two of Woodworth's Planers, four circular saws, one boring machine.

RAWSON & BATEHAM, Shingle Manufacturers, Lake Shore, two miles south of the post office.

This establishment has several shingle mills in operation, driven by steam power. The following is an exhibit of its operations in 1856:

Capital invested...\$18,000 Shingles made...8,000,000
Cost of building... 5,000 Hands employed... 20
Value of Manufac's 31,000 Timber used, cords, 1,800
Wages paid... 8,500

JAMES L. SMITH, Shingle Manufacturer and Timber Sawyer, corner of Peyton and Ontario streets.

This factory use two of Ewart's & Butler's shingle mills, and one upright saw, all driven by steam power. The following figures show the operations of 1856:

Capital invested... \$4,000 Timber sawed, feet, 250,000
Value of manufac's 15,000 Hands employed... 14
Wages paid... 4,200 Shingle bolts used, cd's 518
Shingles made... 3,276,000

NEWAYGO LUMBER CO.'S PLANING MILL—WOOD, HENDERSON & Co., Twelfth street, South Branch.

This mill has two Woodworth machines, 1 setting saw, and one circular saw.

Capital invested...\$10,000 Wages paid... 5,000
Value of manufac's 15,000 Lum. manufac'd...3,000,000

Besides these there are a large number of mills scattered all over the city, whose figures we could not obtain.

RECAPITULATION.

CAPITAL.

Capital reported...\$295,000
Unreported, (est)... 150,000

Total...\$445,000
Capital invested in 1855... 374,000

Increase in 1856... \$71,000

VALUE OF MANUFACTURES

Value of manufactures reported...\$912,397
Unreported, (est)... 180,000

Total...\$1,092,397
Capital invested in 1855... 749,684

Increase in 1856... \$342,713

WORKMEN EMPLOYED, WAGES, &c.

No. of workmen employed...354
Wages paid...\$184,130

Musical Instruments.

R. G. GREENE, Melodeon Factory, corner of Washington and Market streets. This factory turns out some of the best instruments that adorn our churches or parlors. They are considered by competent judges to be much superior to nine-tenths of the melodeons brought to this city from the East. They are now meeting with a rapid sale in the Northwest. The following are the figures of this establishment for 1856:

Capital invested...\$10,000 300 melodeons man...\$25,000
Hands employed... 20

KNAUER & SONS, Piano Manufacturers, North Clark street:

Capital invested...\$3,000 30 pianos manuf'd...\$10,000
Wages paid... 3,000 Hands employed... 9

H. STONE, Piano Manufacturer, corner of Clark and Water streets:

Capital.....\$ 200 Pianos manuf'd.....8
Value of manuf's... 2,000 No. hands.....2
Wages..... 821

JOHN PRESTON, Manufacturer of Pianos, 20 Kinzie street. Figures not received.

Recapitulation.

Capital invested.....\$13,200 Value of manuf's...\$137,000
No. hands..... 81 Melodeons manuf'd. 30
Pianos manuf'd..... 38

Brick.

There is a large number of brick yards scattered in and around our City on each branch of the river and along the canal. This in connection with the fact that many of the proprietors are absent from the city during the winter season, has prevented us from obtaining complete returns. We append a list of those received.

Name of Firm.	Brick manufactured.	Value.
M. O. Walker.....	No. 3,000,000	\$240 0
Perry & Meacham.....	13,000,000	195,000
Pearson & Dana.....	3,600 0	23,000
Speed & Fig.....	4,000,000	152,000
H. B. Livingston.....	2,000,000	116,000
Benedict.....	3,000,000	24,000
Whitehead & Co.....	1,000,000	8,000
McCullum & Co.....	1,000,000	8,000
Wilson & Co.....	4,000,000	32,000
John Sleight.....	3,000,000	\$24,000
S. G. Copeland.....	4,000,000	\$22,000
J. M. Blair.....	2,500,000	20,000
Dunlap & Co.....	2,500,000	20,000
Runyon & Son.....	2,500,000	20,000
F. T. & E. Sherman.....	15,000,000	40,000
Mitchell & Co.....	12,000,000	16,000
N. S. Watkins.....	4,000,000	12,000
J. Evans.....	4,000,000	32,000
Dunlap & McClelland.....	3,000,000	24,000
Benjamin & Leighton.....	1 5,000,000	12,000
Wm. Taylor.....	1,500,000	12,000
McMillan & Davis.....	1,000,000	8,000
No.....	77,100,000	\$534,000
Unreported—(est.).....	20,000,000	160,000
Total.....	91,100,000	\$714,000

Worthy of note in this branch of manufactures is the introduction of machinery in the yard of M. O Walker, on the south branch of the river. Powerful machinery for grinding, mixing and tempering the clay, has been erected at great expense—the whole driven by a steam engine sixty horse power. During two months a single machine was in operation, 3,000,000 brick was manufactured; but when in full blast the ensuing season, probably 20,000,000 will be turned out. We have no doubt but Mr. Walker's enterprise will urge other manufacturers to follow his example.

Leather.

CHICAGO HIDE AND LEATHER CO., Wells street, South of Polk:!

Capital invested...\$125,000 Wages paid.....\$ 25,000
Cost of building.... 20,000 Raw material used. 132,000
Sides leather manu. 50,000 Size of factory, ft.. 250x50
Kip and calf skins... 3,500 Organized in 1854.
Hands employed... 70

CHARLES F. GREY, Leather Manufacturer, North Branch:

Capital invested...\$75,000 Lbs pulled wool.... 25,000
Cost of buildings.... 13,000 Value manuf's...\$127,000
Hides manufactured 11,000 Wages paid..... 15,000
Sheep skins manu. 15,000 Raw material used. 85,000

The two main factory buildings are respectively 50 by 150 and 25 by 60 feet. Established in 1850.

C. C. WALLIN & SONS, Leather Manufacturers, No. 8 Lind Block, Market street.

Capital invested....\$20,000 Hands employed.... 20
Hides, leather and Wages paid.....\$ 8,000
skins manufactured 11,000 Raw material used.. 25,000
Value manufactures 50,000

This factory, established in 1853, is located on the Kalamazoo River, Michigan, the proprietors residing in this city, where the stock is bought and sold.

PERROTET & SAUVAIN, Leather Manufacturers, Water street:

Capital invested....\$12,000 Hands employed.....8

This factory, established in October last, in Ganges, Mich., the proprietors residing in Chicago, where the stock is bought and sold.

KELLY & BLACKBURN, Manufacturers of Leather and Leather Belting, 243 Lake street:

Capital invested....\$100,000 Hands employed... 28
Value manufactures 55,000 Wages paid.....\$10,000

RECAPITULATION.

CAPITAL.

Capital invested.....\$334,000
Value of manufactures, (reported)...\$332,000
Unreported (estimated)... 200,000
.....\$532,000
Value of Buildings..... 33,000
Wages paid..... 48,000
Hides and Leather manufactured.....No. 61,000
Sheep Skins..... 15,000
Hands employed..... 126

Wooden Ware, Barrels, Turning, Brooms, etc.

ROSSETER, PAHLMAN & SMITH, Market street, from Quincy to Jackson, Wooden Ware:

Capital invested...\$ 95,000 Wages paid.....\$23,600
Cost of building.... 14,000 Value raw mater'l.. 52,000
No. articles man'd 290,000 Iron used, tons..... 50
Value of manuf's...\$106,000 Wood used, cds..... 500
No. hands..... 65

B. & G. B. CARPENTER, North Water, near Lake street. Barrels manufactured by machinery.

Capital invested...\$10,000 Value of manuf's...\$6,250
Cost of building, engine, &c..... 6,000 No. hands..... 12
Bbls manufactured 2,400 Wages paid..... 400
in 3 months..... 6,000 Value raw material.. 2,400
Wood used, cds..... 182

These barrels secured for the manufacturers a diploma at the late Fair of the Mechanics' Institute.

E. ADAMS & Co.'s Cooperage, corner Franklin and Ohio streets:

Capital invested...\$10,000 Wages paid.....\$3,000
Cost of building.... 2,000 No. bbls manuf'd...15,000
Value of manuf's...8,000 Hands employed.... 15

CROSBY & Co.'s Cooperage, corner of Kinzie and Curtis streets:

Capital invested...\$15,000 Wages paid.....\$15,000
30,000 bbls manuf'd. 40,000 Hands employed.... 65

E. W. WARNER, No. 40 State street:]

Capital invested...\$ 8,000 Wages paid.....\$ 5,000
No. brooms man'd...100,000 Value raw mater'l.. 10,000
Value of manuf's...\$20,000 Tons coal used..... 8
No. hands..... 12

These brooms are made by machinery of a new patent, and are claimed to be superior to any in use.

A. B. MUNN, No. 157 Illinois street:

Capital invested...\$ 1,600 No. hands employed.... 2
No. brooms manuf'd 14,400 Broom corn, tons.....90
Value of manuf's...\$ 3,000

ERNST RICHNER, Ontario street, near LaSalle, Turner:

Capital invested..... \$100 Value of manuf's...\$2,000

There are scattered all over the city a large number of Coopers, Turners, and Wooden Ware manufacturers, whose figures have not been received.

RECAPITULATION.

Capital invested.....	\$193,700
Unreported (estimated).....	50,000
	\$178,700
Value of manufactures, reported.....	\$257,250
Unreported, (estimated).....	100,000
	\$357,250
Cost of buildings.....	\$20,000
Rooms manu'd, no.....	114,440
Wages paid.....	49,600
Bbls manu'f'd.....	61,000
Hands employed.....	171

Flour, &c.

GAIGE & HAINES, Flouring Mills, South Water street.

Capital invested...	\$150,000	Flour manuf'd, bbls..	35,000
Val. of manufactu's	250,000	Hands employed, No....	30

ADAMS & Co., Flouring Mills, North Water street.

Capital invested....	\$125,000	Flour manuf'd, bbls..	38,000
Val. of manufac'u's	240,000	Hands employed, No....	25

EMPIRE MILLS, corner North and Lasalle streets.

Capital.....	\$10,000
Bbls flour manu'f'd.....	6,000
Value of manu'f's.....	39,000
No. Hands.....	5
Wages paid.....	2,281
Bush Wheat used.....	27,000
Coal used tons.....	553

N. A. CHASE, JR., 12 & 14 North Canal street.

Capital invested.....	\$10,000
Value of manufacturer's.....	\$57,569
No. hands.....	7
Wages paid.....	1,746
Coal used, tons.....	269

STEVENS, LANE & Co., 143 West Lake street.

Capital invested.....	\$3,500
Cost of building.....	\$8,000
Bbls flour manu'f'd.....	12,000
No. hands.....	6
Wages paid.....	3,000
Coal used, tons.....	300

NOVELTY MILLS, Jas. McNair, 53 and 32 State street:

Capital invested.....	\$5,000
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RECAPITULATION.

Capital invested.....	\$325,000
Value of manufactures.....	636,569
Flour manufactured, bbls.....	29,000
Hands employed.....	73

White Lead.

The manufacture of White Lead in our city is an event worthy of note, and will doubtless be very gratifying to those engaged in the consumption of the article.

L. LYON & Co., have just built an extensive factory on Halsted street, corner of Fulton, 50 by 80 feet, and are now in full blast, ready to fill all orders that may be sent to them. Their figures for the three months they have operated are as follows:

Capital invested.....	\$50,000
Cost of building.....	\$13,000
Value of manu'f's.....	72,000
Wages paid.....	900
No. hand.....	10
Coal consumed tons.....	50
White lead manu'f'd, tns.....	40

Starch.

M. L. KEIRN has an extensive Starch factory at Cleaverville, but we have been unable to obtain the figures from the proprietor. We have heard the capital named at \$15,000, and the year's manufactures at \$75,000.

Glue, Neats Foot Oil, &c.

The manufacture of Glue is a branch of manufacture, that is destined to be important in the West. The cheapness and facility with which stock can be obtained, render it highly profitable, when properly and carefully managed. The prejudice against "eastern glue" is gradually wearing away, although that even yet cripples the business here. Mr. Wahl, one of the manufacturers here, informs us that he has sold dur-

ing the year a large quantity of his glue in New York City, whence it has been shipped back to the western druggists and dealers. He has offered his glue to dealers here at a much lower rate than the New York prices; but they refused—they could sell "eastern glue" only. This same glue he has afterwards sold to wholesale merchants at a few cents more per pound than he offered it here, and these merchants have again resold this glue to the same Chicago merchants who refused Mr. Wahl's glue, and would only sell "eastern glue."

C. WAHL & SONS, Glue and Neats Foot Oil Factory, North Branch, near Chicago Avenue. This establishment is a branch of a Milwaukee house, which was established here in August, 1855. Next summer they will build an extensive factory at Bridgeport. The following are their figures for 1856.

Capital invested.....	\$20,000
Cost of building.....	2,500
Value of manufactures.....	25,000
Wages paid.....	4,500
Hands employed.....	15
Glue manufactured, bbls.....	800
Neats Foot O. l. gls.....	7,000
Glue Stock consumed, tons.....	1,200
Coal.....	250
Wood.....	15 cords

Saddle and Harness Makers.

Name of Firm.	Capital Invested.	Value of manufactures, 1856.	Hands employed.	Wages Paid.....
Coe, Stoughton & Co.....	\$9,000	50,000	50	\$2,500
S. Ope.....	\$20,000	30,000	14	6,500
W. Speight.....	4,000	10,000	11	3,250
W. M. Savage.....	2,500	10,000	4	1,400
J. F. Mahler.....	1,000	6,000	4	600
J. Divorack.....	500	2,000	4	300
G. Welch.....	400	1,000	4	1,000
J. A. Boerner.....	300	2,000	10	4,000
A. Ortmyer.....	4,000	10,000	10	4,000
	\$32,500	\$121,000	109	\$42,050
Unreported (est).....	50,000	150,000	120	50,000
Total.....	\$82,900	\$271,000	229	\$92,050

Engravers, Lithographers, &c.

Name of Firm.	Capital Invested.	Value of manufactures, 1856.	Hands employed.	Wages Paid.....
E. Mendel.....	\$ 5,000	\$14,500	12	\$8,540
S. D. Childs, Jr.....	.....	15,000	12	6,000
F. F. Bacon.....	.....	.....	.....	2,000
W. J. White.....	6,000	.....	.....	.....
	\$11,000	\$29,500	20	\$16,540

Cigar Manufacturers.

Name of Firm.	Capital Invested.	Value of manufactures, 1856.	No. of Cigars manufactured.	Hands employed.	Wages Paid.....
John Houf.....	\$2,000	\$2,400	150,000	12	\$536
S. F. Litten & Co.....	1,000	2,300	1250,000	12	800
W. H. Bush.....	2,000	2,400	80,000	7	700
F. C. Seeman.....	250	800	70,000	4	600
John Meenck.....	800	3,200	200,000	7	700
A. M'iche.....	1,000	2,000	100,000	4	800
Brewer & Baum.....	1,000	4,000	200,000	4	1,500
Total.....	\$3,050	\$16,800	1,050,000	26	\$6,036

Types, Printing Materials, &c.

CHICAGO TYPE FOUNDRY, 43 Franklin street.
D. S. DODGE, Agent.

This is a branch of the old established New York Type Foundry of John T. White & Co. It was established one year ago. Owing to the rapid increase of their business, they have erected on lot No 90, Washington street, a four-story brick building, with special reference to the wants of the business, and expect to occupy it immediately. They design introducing at once a large number of machines, together with the manufacture of brass rule, electrotyping, &c.

This is the only type foundry in the Northwestern States west of Cincinnati, and the proprietors intend prosecuting their enterprise with vigor. They employ at present from 15 to 20 hands.

Chemicals.

J. V. Z. BLAXER'S Chemical Works, North Branch, south of Chicago Avenue.

This factory is engaged in the manufacture of all kinds of Chemicals, and is the only one of the kind in the West or Northwest. The following are the figures for the past year's operations:

Capital invested....\$15,000	Wages paid.....\$ 4,000
Cost of building.... 4 000	Raw material (val.).. 22,000
Val. manufactures. 32,000	Tons of coal used.... 200
Hands employed.... 15	Tons of iron used.... 8

Sheet and Bar Lead Pipe.

COLLINS & BLATCHFORD, Lead Pipe and Sheet Lead Manufacturers, corner Fulton and Clinton streets.

The following are all the figures we have received from this establishment:

Cost of building....\$ 2,500	Tons of coal used.....200
Pigs of lead used.... 25,000	

Boots and Shoes, Tailoring, &c.

Shoemakers and tailors are scattered all over our city. Blanks were left at the large establishments, but no attention has been paid to them by the proprietors. The capital invested in these businesses will probably exceed \$500,000, and the manufactures figure about \$750,000.

Miscellaneous Manufactures.

Name of Firm.	Manufactures.	Capital invested	Value of Manufactures	Hands employed
Stearns & Co.....Lime.....	\$80,000	\$87,350		
Wm. Holmes.....Loot'g Glass &c.....	25,000	150,000		10
Jordan & Olcott.....Ship builders.....	80,000	75,000		60
Weeks & Bro.....	10,000	20,000		50
Huntson & Townner.....Coffee, Sp'is &c.....	8,000	100,000		50
John C. Garland.....Trunks, &c.....	50,000	100,000		50
W. & G. Wright.....	15,000	50,000		20
I. Speer.....Jewelry.....	30,000	5,000		4
W. A. Hendrie.....	2,000			4
D. A. Frost.....Silver Plater.....	3,000	15,000		2
A. S. Beckwith.....Gold Pens.....	2,000			2
W. & E. Cook.....Glass Stainers.....	2,000			5
Held & B.....Scales, &c.....	1,000	2,000		4
E. Smalley.....Distillers.....	200	4,000		2

Name of Firm. Manufactures.

Name of Firm.	Manufactures.	Capital invested	Value of Manufactures	Hands employed
H. C. Rosin.....Patterns.....	600	200		6
A. Heiler.....Daguerreans.....	22,000	40,000		12
Fassett & Cook.....	5,000	15,000		8
Aker & Downer.....Ma'ster.....	3,000	4,000		4
Geo. Drake.....Painter.....	2,500	8,300		3
F. Weigle.....Paper Boxes.....	500	5,000		6
Sundell & Co.....Soda Water.....	3,000	10,000		15
F. Scanlan.....Confections.....	5,000	75,000		15
Simm & Co.....	4,000	25,750		13
Page & Co.....	7,000	105,000		15
E. K. Bowen.....Gloves, &c.....	3,000	7,500		5
C. Schilling.....	200	500		1
Frazer & Forsyth.....Baking, &c.....	4,600	15,000		8
C. J. Wilder.....Crackers, etc.....	5,500	20,000		8
Worthing & Melville.....	2,500	15,000		8
E. Case.....	1,000			5
M. Guries.....	300	10,000		6
G. J. Sutter.....Bakers' Tools.....	500			8
E. S. Wells.....Shoes, etc.....	8,000	10,000		8
Pearson & Dana.....	20,000	17,000		20
J. Kirby & Co.....Boxes.....	5,000	8,000		20
Cul. Page & Hoynes.....Blank Books, etc.....	12,000	44,247		27
T. Asmus.....	200	250		1
F. Fisser.....Caps, etc.....	400			1
Total.....		\$439,700	1,644,697	502

TOTAL RECAPITULATION.

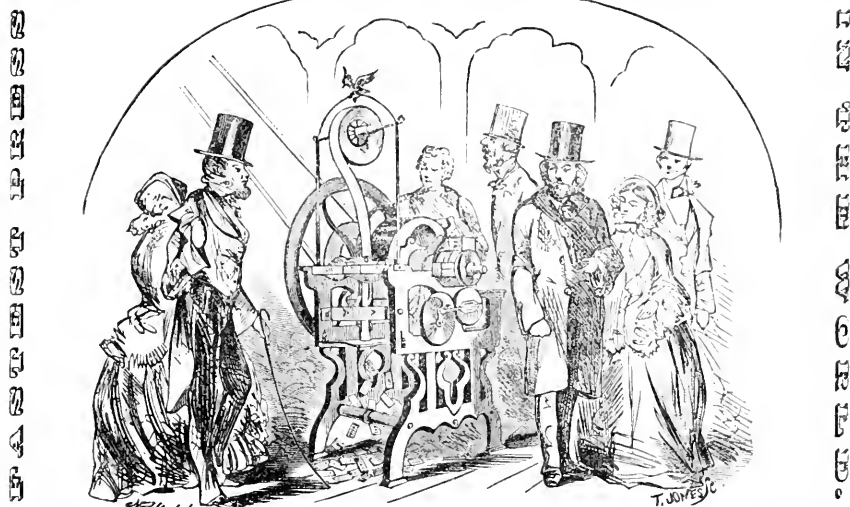
The subjoined recapitulation has been prepared from the figures furnished us and published in the foregoing columns, and from estimates made by competent judges, where the figures could not be obtained. Although the returns may not be altogether accurate in every particular, still our object in giving a fair exposition of the manufactures we consider attained. Our estimates have generally been moderate, and we are fully convinced that the totals are rather under than beyond the truth:

	Capital.	Hands.	Val. M's
Iron works, steam engines, &c.....	\$1,703,900	2,806	\$3,887,084
Stoves.....	185,000	170	228,000
Agricultural implements.....	397,000	875	1,134,300
Brass and tin ware &c.....	257,000	365	471,000
Carrriages, wagons, &c.....	356,000	821	948,160
Highwines, beer, ale, &c.....	497,000	251	1,150,320
Sosp, candles, lard, &c.....	296,000	100	528,021
Furn ture.....	354,000	504	543,000
Stone, marble, &c.....	617,950	843	896,775
Planing mills, sash, doors, &c.....	445,000	554	1,092,397
Musical instruments.....	13,200	31	57,000
Leather.....	532,000	126	432,000
Barrels, wooden ware, &c.....	173,700	171	337,250
Brick.....	500,000	500	712,000
Flour.....	325,000	73	636,569
Chemicals.....	15,000	15	32,000
Harness, saddles, &c.....	82,900	220	271,000
Sheet and bar lead.....	25,000	75	100,000
Glue and neat's foot oil.....	20,000	15	25,000
Starch, etc.....	15,000	25	75,000
Daguerreotypes, ambrotypes.....	75,000	75	100,000
Engraving, &c.....	11,000	30	29,500
Optics.....	8,050	26	16,800
White lead.....	50,000	10	7,200
Types &c.....		20	
Boots, shoe, clothing, and other manufactures, est.....	500,000	1,750	750,000
Miscellaneous, (reported).....	439,700	502	1,644,697
Total.....	\$7,759,400	10,573	\$15,515,065
Recapitulation of 1855.....	6,295,000	8,740	11,031,491
Increase in 1856.....	\$1,464,400	1,833	\$4,483,572

MISCELLANEOUS ITEMS.

No. of establishments propelled by steam, (rep.).....	137
Tons of cast iron consumed, (reported).....	18,402
Tons of wrought iron ".....	11,196
Tons of coal ".....	38,516
Cords of wood ".....	3,000

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Stands foremost in the annals of printing. We have three of Gordon's Patent Firefly Card Presses, enabling us to print cards for the exceedingly low price of seventy-five cents to four dollars per thousand.

POSTER DEPARTMENT.

Our facilities for Poster Printing, either plain or colored, cannot be excelled west of New York. Pictorials for Circuses, and every description of Posters for Concerts, Merchants, Auctions, etc. executed with promptness, and at cheaper rates than any other House out of New York.

Our Department of Colored Work stands Unrivaled in the West.

We have the best men in the profession engaged in this branch of the business. All orders will meet prompt attention, at the lowest remunerative rates.

GENERAL DEPARTMENT.

Catalogues, Bill Heads, Drafts, Headings, Bills of Lading, Ball Tickets, Circulars, Pamphlets, Bills of Exchange, Bank Checks, Law Blanks, Railroad Bills, Bonds and Coupons, and, in fact, everything in the printing line.

PRESS DEPARTMENT.

We have in operation a most beautiful engine, manufactured specially to our order, of 25 horse-power, which drives 13 superior Power Printing Machines.

PAPER DEPARTMENT.

In addition to our Printing Business, we keep a general supply of all kinds of Papers on hand, together with a full assortment of Colored Papers, Cards and Card Boards, at a small advance from manufacturers' prices.

Blanks.—In addition to the above, we have on sale, in our Counting Rooms, all kinds of Blanks, such as Warranty Deeds, Quit-Claim Deeds, Mortgages, Bonds, Leases, Shipping Bills, Manifests, Protests, Judgment Notes, Powers of Attorney, etc., etc. Dealers supplied on reasonable terms. —BOOK BINDING and BLANK BOOKS made to order in the best style. —NEWS and BOOK INK for sale cheap by the bbl. **GIVE US A CALL.**



FIFTH

ANNUAL REVIEW

OF THE

PROSPECTS, CONDITION, TRAFFIC, ETC.,

OF THE

RAILROADS CENTERING IN CHICAGO,

WITH A GENERAL SUMMARY OF THE BUSINESS OF THE CITY,

For the Year 1856.

In countries and cities long since "*finished*" the necessity for yearly statements of their business does not exist. A map of some portions of Europe, and indeed of some of the Eastern States, a hundred years old will answer nearly as well for all practical purposes as one published during the last month. The day when this will be true of the Northwest will not dawn within the lifetime of the present generation; perhaps not within the next half-dozen centuries. The extent of the country still to be occupied is so immense; its mineral, agricultural and commercial resources so vast and exhaustless; its climate so inviting; its swelling prairies and beautiful groves are so rich in all that can make home pleasant and exertion abundantly successful; and withal these facts are becoming so generally known throughout the civilized world, that the progress of the last few years affords but a meagre index to what the next score will accomplish.

It was our fortune to commence noting down the facts in relation to that progress years ago, and while life lasts it is our determination, if possible, to keep up with its onward march. With each returning year we have presented elaborate statements of the business of our city, and it is a source of gratification to our intelligent citizens, no less than to the editors, that the files of the DEMOCRATIC PRESS contain a more minute, accurate and comprehensive history of Chicago than is extant of any other city in existence. Our varied and extensive correspondence from every section of the Northwest, and the accuracy and promptness with which the extension of our different railway lines, and

the building and progress of Western towns and cities are noticed, make our columns a comprehensive and unfailing source from which the future historian of the vast and fertile country west and north of us can draw facts and materials of absorbing interest. With the growing intelligence of our people, and the development of the physical resources of the country, the duties of the public journal have become much more comprehensive and its position more secure and independent. It must not, as in days gone by, merely chronicle a few insignificant dry details of the passing hour, or devote its powers blindly to promote the wily schemes of some ambitious selfish politician; its mission is higher, nobler, more commanding. Let it exert its mighty energies vigorously in the cause of truth and unyielding justice; let it seek to develop the resources of the country; to secure the happiness, prosperity, and the social, moral and religious welfare of the people; let it zealously promote every scheme which tends to elevate and to bless our common humanity—these and such as these are objects worthy of the highest efforts of those who minister at these altars of public opinion. Such are the motives by which we strive to be governed; such the reflections which force themselves upon us at the commencement of our task to sum up the business of Chicago for the past year.

Without further preface, we proceed to lay before our readers the statistics of our different railway lines for the year 1856. It will be seen that our plan embraces a greater variety of interesting facts than we have heretofore been

able to present. We give the names and residence of the officers, and where the residence is not stated it may be understood that they reside in Chicago. The large increase of receipts—nearly *thirty* per cent.—forms a most interesting feature; while the movement of passengers affords a new and highly valuable subject of reflection. We notice also the branch and extension lines of the different railways leading into the city. Our description of the section of country through which they pass is more brief than formerly, except in the case of new or progressing lines, as that would be an unnecessary repetition to most of the readers of the *Press*. The names of the cities, towns and stations, and their distance from each other, or from Chicago, along the lines of our railways, will be found valuable to our distant readers. It will afford travellers information, often greatly needed, as to which of our railways they should take in order to reach any given place.

We commence, as formerly, with the roads running north, and take them in their order, sweeping round to our two great eastern lines. The first on the list is the

Chicago and Milwaukee Railway.

HON. WALTER S. GURNEE, President.

H. A. TUCKER, Vice President and Treasurer.

A. S. DOWNS, Secretary.

WALTER S. JOHNSON, Superintendent.

This road, as its name implies, connects Chicago with Milwaukee, and is one of the best roads leading from the city. It has a large and constantly increasing passenger business, and it also has a line of elegant steamers plying between the two cities. There are a large number of beautiful town sites along the line of this road, which are growing rapidly, and will furnish quiet and most desirable retreats for our over-taxed and "substantial citizens." It passes through the flourishing cities of Waukegan, Kenosha and Racine, and has an unfailing source of profitable business.

The following is a list of stations on this road, with their distances from Chicago:

Miles.		Miles.
Chittenden.....7½	Kenosha.....51½	
Evanston.....11½	Racine Junction.....63	
Wynnton.....16½	Racine.....63	
Glencoe.....18½	Ives Station.....70½	
Highland Park.....22½	County Line.....73½	
Rockland.....30	Oak Creek.....75½	
Waukegan.....35½	Engine Station.....85	
State Line.....45	Milwaukee.....85	

We are sorry that we cannot present an accurate statement of the earnings of this road. From its increasing business we feel safe in estimating its receipts at \$650,000. We presume they were considerably beyond these figures; but we wish in all cases where it is necessary to estimate, to keep within rather than to go beyond the mark. It is owned principally by a few of our "solid" citizens, who are abundantly able to hold its stock.

This road, connecting at Milwaukee with the

roads running west and northwest from that city, gives us a direct communication by rail with the interior of that prosperous, noble State.

The first branch road running west from the Chicago and Milwaukee is the

Kenosha and Beloit Railway.

JOSIAH BOND, Kenosha, President.

LEVI BURNELL, " Secretary.

C. C. SHOLE, " Treasurer.

WM. H. NOBLE, " Chief Engineer.

The name of this road will doubtless be changed to Kenosha and Rockford Railroad as, if we mistake not, it has been determined to run south of Beloit as nearly as possible direct to Rockford. Its length will be 69 miles. At Genoa 23 miles from Kenosha, about a mile north of the Illinois State Line it intersects the Fox River Valley road and at Chemung, 43 miles west it forms a connection with the Chicago, St. Paul and Fond du Lac Railway. The line for 20 miles to Fox River is nearly all graded and bridged, and it is intended to have it running to that point by the first of July; and to Chemung during the coming fall. A few miles of track west of Kenosha are already laid and the directors are determined to push it forward as fast as possible as soon as spring opens. The prospects of the road are good, and its friends are much encouraged as to the success of their important enterprise.

The next road in order is the

Racine and Mississippi Railway.

H. S. DURAND, Racine, President.

A. J. REDBURN, " Secretary.

W. M. PERINE, " Treasurer.

L. STANTON, " Chief Engineer.

This road is to run from Racine, Wis., to Savannah, Illinois, on the Mississippi River. It crosses the Illinois State Line between Beloit and Rockton and passes through the city of Freeport the centre of Stephenson County. It will benefit mainly the enterprising city of Racine, whose citizens have been chiefly instrumental in building it; but as it has formed running arrangements with all the roads that cross and connect with it, Chicago will be largely benefited by its construction. It is now completed and in operation to Medina, Ill., 86 miles west of Racine. The report of the directors, just issued, speaks with entire confidence of the early completion of the road. The entire length of the road will be about 150 miles.

The next trunk line is the

Chicago, St. Paul, and Fond du Lac Railroad.

HON. WM. B. OGDEN, President.

S. F. JOHNSON, Chief Engineer and Sup't.

G. L. DUNLAP, Assistant Sup't.

J. B. REDFIELD, Treasurer.

The following table exhibits the receipts of the Southern division of this road for the past year. The times when it was opened to different points

should be noticed. It was finished to Janesville on the 15th of September last.

RECEIPTS.				
	Passen'rs.	Freight.	Mail & M's.	Total.
January.....	\$ 2,478.35	\$1,788.41	\$60.32	\$4,327.08
February.....	1,937.10	1,843.15	60.39	3,400.64
March.....	2,525.20	1,885.42	1,021.81	5,440.53
April.....	2,909.60	2,455.66	801.14	6,166.40
May.....	3,213.03	4,241.51	466.87	7,921.41
June.....	3,082.70	4,770.79	288.80	8,142.29
July.....	3,464.15	6,242.93	1,105.48	10,812.56
August.....	3,283.20	7,538.29	327.50	11,149.09
September.....	3,525.45	10,204.37	354.15	14,174.57
October.....	12,139.30	17,841.04	435.32	30,509.66
November.....	10,927.40	9,372.86	373.13	20,673.39
December.....	6,284.75	4,926.49	360.81	11,572.05
Total.....	\$58,380.43	\$73,224.52	\$5,698.72	\$137,303.67

* Opened to Woodstock, 51 miles.

† Opened to Harvard, 62½ miles, on June 24th.

The following table shows the

MOVEMENT OF PASSENGERS.					
West.			East.		
Thro'.	Way.	Total.	Thro'.	Way.	Total.
January.....	1,621	1,621	1,517	1,517	1,517
February.....	973	973	895	895	895
March.....	1,731	1,731	1,752	1,752	1,752
April.....	2,021	2,021	1,865	1,865	1,865
May.....	2,254	2,254	2,068	2,068	2,068
June.....	1,989	1,989	2,042	2,042	2,042
July.....	2,528	2,528	2,458	2,458	2,458
August.....	2,049	2,049	2,145	2,145	2,145
September.....	2,946	2,946	3,154	3,154	3,154
October.....	3,516	4,434	3,515	4,583	4,583
November.....	3,774	4,150	3,406	4,250	4,250
December.....	425	1,852	588	1,782	2,320
Total.....	22,219	26,846	29,063	25,579	29,109

The following are the names of the towns and stations on this road, with their distances from Chicago:

Miles.		Miles.	
Junction.....	2½	Ridgefield.....	45½
Planck Road.....	9	Woodstock.....	51
Canfield.....	13	Harvard.....	62½
Des Plaines.....	16½	Lawrence.....	65
Dunton.....	22½	Sharon.....	71
Palatine.....	26	Clinton.....	78½
Barrington.....	31½	Shenepere.....	83
Carew.....	38	Janesville.....	91
Crystal Lake.....	43		

From Fond du Lac south the road is finished and in operation to the Junction of the Lacrosse and Milwaukee Railway, giving us a direct connection with the former city at the head of Lake Winnebago. The grading is all finished and the road is nearly ready for the iron 16 miles north from Fond du Lac to Oshkosh, and it will be put in operation as soon as possible after the spring opens.

The last Congress granted lands to the States of Wisconsin and Michigan to build a line of railway from Fond du Lac north to Marquette and Ontonagon, and another from Madison, if we mistake not, to LaCrosse and St. Paul. At an extra session of the Wisconsin Legislature last summer the lands on the north and eastern line were granted to a company named in the bill, and the franchises of this company were transferred to the Chicago, St. Paul and Fond Du Lac line, and we presume the same wise policy will be pursued in Michigan for the portion of the road in the Upper Peninsula. Hence we shall speak of them as one road. The amount of land secured will be something over 1,000,000 of acres.

The length of road still to be completed between Janesville and the LaCrosse Junction is

56 miles. From Oshkosh to the Michigan State line is 140 miles, thence to Marquette 60 miles, and to Ontonagon 60 miles. We give the length of the road as follows: Chicago to Marquette, 293 miles; State line to Ontonagon, 60 miles; total, 453 miles.

We need scarcely add that the road is in the hands of some of our largest capitalists and most intelligent, far seeing business men, and commands the entire confidence of the public. It is to connect our city with the rich and inexhaustible iron and copper mines of Lake Superior, and in such hands it cannot fail to be one of the best paying roads in the Union.

The western divisions of two important Wisconsin railways will form with this road direct lines to this city, and will be so used by the public as soon as completed. They, therefore, properly belong to our railway system. They might with nearly equal propriety be mentioned in connection with the Beloit and Madison and the Galena roads. The first in order is the western division of the

Milwaukee and Mississippi Railway.

E. H. BRODHEAD, Milwaukee, President.

WM. TAYLOR, Milwaukee, Secretary.

A. ELDER, " Treasurer.

E. H. BRODHEAD, " Superintendent.

The Chicago, St. Paul and Fond du Lac road will form a connection with this road probably a few miles from Janesville. The road is now completed and in operation from Milwaukee to Muscoda, twenty-five miles east of Prairie du Chien, on the Mississippi River. It will be completed to that point as soon as possible after navigation opens. The country through which it runs and the region opposite Prairie du Chien, in Iowa, is exceedingly rich and is filling very rapidly with an intelligent and enterprising population, and it will form a most valuable addition to our railway system. The distance from the Junction, near Janesville, to Prairie du Chien is about 130 miles.

The next road to be noticed is the western division of the

Milwaukee and La Crosse Railway.

EDWIN F. GOODRICH, Milwaukee, Sup't.

The grant of lands made by Congress to aid in constructing a railway from Madison to St. Paul, Minnesota, was given by that State to this company. We are sorry that the report of the Directors, a copy of which is promised us, has not come to hand. This would have enabled us to give more exact information in regard to its prospects. The grant of lands, however, secures its construction beyond a contingency. It is now completed and in operation to Portage City, ninety-five miles west of Milwaukee. A branch from the main line will connect with LaCrosse on the Mississippi, 180 miles above Galena. The total number of miles which

this road will add to our Chicago system cannot fall much short of 350 miles. As a branch of this great line we notice the

Hudson and Superior Railway.

In the grant of lands heretofore noticed provision was made for the construction of a railway from Hudson, on Lake St. Croix, to Superior on Lake Superior. At the extra session of the Wisconsin Legislature last summer a company was chartered and the lands were given to it on condition that the road be constructed within a specified time. It was put under contract a few weeks after to an energetic and responsible company, and is to be finished, if we mistake not, by the fourth of July, 1890. Superior is a thriving town at the head of Lake Superior, and it is thought it is destined to be one of the largest cities in the Northwest. The length of the road is 134 miles.

The third main trunk line is the

Galena and Chicago Union Railway.

JOHN B. TURNER, President.

PHILIP A. HALL, Superintendent.

WILLIAM M. LARRABEE, Secretary.

HENRY TUCKER, Treasurer.

WILLARD S. POPE, Chief Engineer.

This road is the parent of our railroad system, and is regarded with just pride by every citizen of the State. For the annexed figures of its business we are indebted to A. W. Adams, Esq., one of the efficient and obliging agents of the company:

The following table shows the

MONTHLY RECEIPTS.

	Pa's'gers.	Freight.	Mail & Mis	Total.
Jan.....	\$2,420.35	\$55,722.43	\$2,548.47	\$100,701.25
Feb.....	38,691.00	49,089.41	2,183.47	80,573.88
March..	60,330.69	64,903.83	2,196.81	127,431.33
April... 102,039.71	87,103.76	4,351.90	193,495.37	
May.... 105,009.19	118,169.88	3,545.22	223,684.29	
June... 92,636.68	118,136.68	3,545.20	214,318.56	
July.... 80,607.40	140,993.39	3,552.61	225,153.40	
August.. 81,019.41	169,482.01	4,984.31	255,485.73	
Sep.... 107,032.30	223,533.25	4,463.63	335,029.17	
Oct.... 111,652.11	237,085.17	2,277.66	350,914.94	
Nov.... 76,689.96	137,317.98	4,439.41	218,447.35	
Dec.... 47,310.84	63,834.35	4,239.34	115,384.53	

We call attention to the following table, and shall have occasion to refer to it and others of the same character more at length hereafter. The difference in the movement west and east should be specially noticed. The table shows the monthly

MOVEMENT OF PASSENGERS.

	Through west.	Way west.	Total west.	Through east.	Way east.	Total east.
Jan....	2,355	14,554	16,909	1,910	13,654	15,564
Feb....	3,127	13,126	15,253	2,116	12,269	14,385
March..	4,813	17,216	22,029	2,399	17,000	19,399
April..	15,384	20,959	36,343	6,499	16,399	22,898
May....	7,902	18,225	26,127	1,590	17,609	19,199
June... 5,673	16,193	21,866	3,700	13,053	16,753	
July... 5,640	16,918	22,558	4,199	13,174	17,373	
Aug.... 5,338	15,052	20,390	4,035	12,788	16,823	
Sept... 7,210	21,163	28,373	4,069	18,277	22,346	
Oct.... 7,673	20,303	27,975	4,758	16,173	20,931	
Nov.... 5,267	15,832	21,099	3,553	13,503	17,144	
Dec.... 3,199	10,224	13,423	2,725	5,914	8,639	
Total..	72,707	199,769	272,473	42,552	169,907	212,459

NOTE.—To the month of April the C. B. & Q. R. R. passengers are included.

The following table shows the monthly move-

ment of several articles of freight on this line. It will give some definite idea of the vast business of this great thoroughfare:

MOVEMENT OF FREIGHT ON THE GALENA AND CHICAGO UNION RAILROAD FOR THE YEAR 1866.																				
Month.	Flour.	Wheat.	Oats.	Corn.	Barley.	Potatoes.	Rye.	G. Seeds.	Produce.	EASTWARD.										
										Port.	Sundries.	Hides.	Wool.	Mittens.	Cattle.	Hogs.	Wry.	Paper.	Lead.	Milk.
January.....	1,073	27,738	15,156	10,023	3,706	2,989	1,151	155,750	481,490	9,480,920	957,720	147,380	5,390	300,750	588	1,045	32,220	69,600	77,754	
February.....	4,238	31,340	19,483	29,278	1,937	8,523	2,980	199,800	701,170	1,767,150	1,675,350	123,820	640	139,940	1,130	1,065	31,990	171,080	11,557	
March.....	4,762	44,838	44,463	106,716	1,830	775	15,000	1,265	74,900	1,111,800	483,020	1,675,350	123,820	640	139,940	1,130	1,065	31,990	171,080	
April.....	6,239	108,683	76,718	218,065	625	18,569	617	20,300	1,157,300	1,157,300	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	
May.....	8,506	136,819	42,485	440,553	195	2,761	741	38,390	1,499,290	1,499,290	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	
June.....	3,288	192,304	81,485	697,223	810	633	798	30,290	1,499,290	1,499,290	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	
July.....	11,058	841,871	241,908	697,223	1,309	2,801	1,758	48,000	1,499,290	1,499,290	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	1,347,320	
August.....	10,133	1,108,514	191,683	697,223	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	
September.....	13,800	320,614	68,504	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	
October.....	9,573	49,383	42,915	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	
November.....	12,550	4,388,665	792,222	8,588,383	89,655	55,433	16,013	1,757,040	10,318,250	51,394,300	16,007,740	2,426,800	690,170	5,659,410	1,397	2,398	12,674	890,250	3,533,620	
December.....	12,550	4,388,665	792,222	8,588,383	89,655	55,433	16,013	1,757,040	10,318,250	51,394,300	16,007,740	2,426,800	690,170	5,659,410	1,397	2,398	12,674	890,250	3,533,620	
Total.....	125,550	4,388,665	792,222	8,588,383	89,655	55,433	16,013	1,757,040	10,318,250	51,394,300	16,007,740	2,426,800	690,170	5,659,410	1,397	2,398	12,674	890,250	3,533,620	

MOVEMENT OF FREIGHT ON THE GALENA AND CHICAGO UNION RAILROAD FOR THE YEAR 1886.

EASTWARD.

MOVEMENT OF FREIGHT ON THE C. & C. U. R. FOR 1896.

WESTWARD.

MONTH.	Meat.	Lumber.	Wool.	Grain.	Iron.	Coal.	Salt.
January.....	9,484,540	6,194,470	7,700	1,720	17,914	460,240	2,824,700
February.....	10,851,500	6,070,430	8,063	2,471	17,914	291,250	1,108
March.....	15,851,500	9,010,430	7,000	2,471	17,914	1,406,250	119
April.....	25,132,980	7,672,300	13,434	8,063	21,717	1,417,250	229
May.....	27,062,100	12,701,140	16,677	8,363	20,2	1,417,250	5,720
June.....	29,026,530	17,207,760	41,000	10,493	435	1,290,400	4,646
July.....	29,457,240	18,668,960	27,483	16,299	729 1/2	1,297,400	5,000
August.....	29,153,280	16,676,330	28,690	16,408	616 1/2	1,436,000	7,692
September.....	25,758,350	15,508,350	53,452	10,451	616 1/2	1,191,000	12,079
October.....	25,683,200	13,508,350	53,452	9,503	5,903	1,191,000	8,367
November.....	27,611,300	8,728,750	29,283	5,462	2,903	4,160,400	6,284
December.....	14,114,720	5,628,750	8,978	1,221	160 1/2	2,903,400	3,314
	593,631,540	133,708,570	307,675	77,168	4,434	29,210,070	59,468,450
							50,948

The table shows the stations on this road, and their distance from Chicago :

Miles.	Miles.
Park Station..... 12	Huntley..... 55
Harlem..... 19	Union..... 62
Cottage Hill..... 26	Marengo..... 66
Rabcock's Grove..... 30	Garden Prairie..... 72
Danby..... 32 1/2	Belvidere..... 78
Wheaton..... 35	Cherry Valley..... 84
Winfield..... 37 1/2	Rockford..... 92
Junction..... 40	Winnebago..... 99
Wayne..... 45	Pecatonica..... 106
Clintonville..... 49	Nevada..... 114
Plain..... 53	Freeport..... 121
Gilbert's..... 50	

The figures above given of course embrace, also, those of the Dixon Air Line, hereafter to be noticed. It is unnecessary to add remarks upon these figures. They furnish the best possible index to the wealth and the resources of the magnificent country through which it runs. From Freeport passengers reach Galena and Dunleith by the Illinois Central.

The first branch line west of Chicago, running north from the Galena, is the

Fox River Valley Railroad.

B. W. RAYMOND, President.

A. J. WALDRON, Elgin, Secretary.

M. C. TOWN, " Treasurer.

G. H. MERRILL, " Superintendent.

This road extends from Elgin, on Fox River, north to Richmond, near the State line, where it forms a connection with the Wisconsin Central. This latter road gives us a connection with Geneva, a fine growing town in Wisconsin.

The names of the stations, with their distance from Elgin, are as follows :

Miles.	Miles.
Dundee..... 5	McHenry..... 5
Algonquin..... 6	Ringwood..... 4
Crystal Lake..... 4	Richmond..... 7
Nunda..... 3	Geneva..... 6

We have no returns showing the business of the road. We think, however, it will be entirely safe to estimate them at \$50,000. We should put them at a higher figure, did not we know that the road was blocked up by snow for several weeks during the last winter, and some difficulty also occurred during the summer in running this road.

The next road to be noticed as an extension of the above line is the

Wisconsin Central Railway.

RUFUS CHENEY, Jr., Whitewater, Wis., President.

EDWIN HODGES, Elkhorn, Wis., Secretary.

EDWIN HODGES, " " Treasurer.

FREDERICK J. STARIN, Whitewater, Wis., Chief Engineer.

This road is intended to run direct from Richmond near the Illinois State line, to Stevens' Point on the Wisconsin River. It will pass through the heart of that State. Only six miles of the road, extending to Geneva, are in operation. From Stevens' Point we observe on the map before us two lines drawn, one directly north to Ontonagon, and one northwest to Superior. As it will be sometime before the road extends beyond Stevens' Point, we give its length as near as we can estimate to that city at 150 miles.

We notice next the

Beloit Branch of the Galena and Chicago Union Railroad.

This road runs from Belvidere, 78 miles west of Chicago, 20 miles northwest to the charming city of Beloit. Officers same as the Galena road. As an extension of this line we have the

Beloit and Madison Railway.

HON. L. J. FARWELL, Madison, President.

W. A. ERNST, " Secretary.

WM. M. LARRABEE, Chicago, Assistant Secretary and Treasurer.

This road is completed and in operation from Beloit to Footville, 17 miles. The remaining 30 miles it is intended to have done during the coming season. At Madison it will connect with the Milwaukee and Mississippi Road, running to Prairie du Chien. It will also be extended north to Portage City, and there it will connect with the La Crosse Railway, giving a choice of routes by these important thoroughfares to this city. The entire length of the line will be 85 miles.

The next branch line is the

Mineral Point Railway.

PARLEY EATON, Mineral Point, Wis., Pres't.

CHARLES TEMPLE, " " Sup't.

WILLIAM T. HENRY, " " Sec'y.

FRANCIS VIVIAN, " " Treas.

CHAS. TEMPLE, " " Ch. Eng.

This road was completed and put in operation to Darlington, seventeen miles from Warren, on

the 17th of November last. It is nearly finished to Mineral Point, thirty-two miles, and will be opened as soon as the weather will permit. It will penetrate the heart of the lead region, and will be a most valuable auxiliary to the trade of the city. It is expected that it will be extended north to the Wisconsin River during the present year. The total length of the road to this point will be about fifty-six miles. It will doubtless be extended farther north, but we shall stop at the Wisconsin River.

The next road proposed in order is the
Prairie du Chien and La Crosse Railway.
S. D. HASTINGS, La Crosse, Secretary.
J. M. LEVY, " Treasurer.

The name of this road indicates its location. It is projected to run from Prairie du Chien, the terminus of the Milwaukee and Mississippi Railroad, on the east bank of the Mississippi, to La Crosse, there to connect with the Root River Valley and other roads running north and west. A charter has been procured and surveys made, but we are not informed as to the precise position of the road. It will doubtless ultimately be extended down the river to Dunleith, the terminus of the Illinois Central. Its length would be about 150 miles.

A most important extension of the Galena and the Illinois Central roads is the

Dubuque and Pacific Railway.

J. P. FARLEY, Dubuque, President.
PLATT SMITH, " General Agent.
H. P. LEECH, " Secretary.
C. H. BOOTH, " Treasurer.
B. B. PROVOOST, " Chief Engineer.

This road is one of those to which the State of Iowa has granted the lands appropriated by Congress for railroad purposes in the section of the State through which it runs. By this grant it receives 1,228,800 acres to aid in its construction. This will secure its completion without unnecessary delay. It is to run from Dubuque to Sionx City on the Missouri, and, with a branch to the mouth of Tetes des Morts, 10½ miles long. The entire length of the line will be 330 miles. The road is to be opened to Dyersville (80 miles) on the 1st of March. The construction of this important thoroughfare will add largely to the business of the city, and will tend rapidly to develop the resources of the magnificent country through which it runs.

There is a project for a road from Dubuque, or from some point on the line of this road west of Dubuque, northwest to the south bend of the Minnesota. It will unquestionably be built either from this road or the Iowa and Nebraska road hereafter to be noticed; but as the plans for its construction are not yet matured, we pass it by for the present.

The next grand trunk road running out of Chicago is the

Galena (Fulton) Air Line.

Officers the same as the Galena road. It runs from the Junction nearly on an air line to Ful-

ton on the Mississippi, and is one of our most important thoroughfares. Its earnings are included in those already given for the main line. The names of the stations on this road and their distance from Chicago are as follows:

	Miles.		Miles.
Junction.....	30	Ogle.....	83
Geneva.....	35½	Franklin.....	83
Blackberry.....	44	Nachusa.....	83
Lodi.....	50	Dixon.....	98
Corland.....	53	Sterling.....	113
DeKalb.....	54	Como.....	113
Malta.....	64	Round Grove.....	119
Dement.....	69½	Morrison.....	124
Lane.....	75	Fulton.....	136

The banks of the Mississippi in the vicinity of Fulton afford a fine opportunity for bridging that river—an achievement which the necessities of commerce will undoubtedly accomplish within a few years.

On the opposite side of the river there are two lines of road running near each other, both of which are aiming at the Missouri. We give the facts as furnished by the friends of each road, leaving to time to determine which will secure the supremacy. Although both may be built near each other west to the Cedar Valley, it is probable that beyond this point some compromise will be effected, and only one line be built through to the Missouri. The most northerly road is the

Iowa Central Air Line Railway.

S. S. JONES, St. Charles, Ill., President.
G. W. BETTESWORTH, Moquoketa, Ia., Sec'y.
JONAS CLARK, Maquoketa, Iowa, Treasurer.
GEO. W. WAITE, St. Charles, Ill., Chief Engineer.

This road is to start from Sabula and Lyons, two points on the Mississippi, and uniting a few miles west of the river, proceed west to the Missouri River. The road from the Mississippi to Marion, Linn County, 96 miles, is all under contract, and we are assured is being vigorously prosecuted, preparatory to the superstructure. The entire length of the road to the Missouri and branches will be about 350 miles.

The following extracts from a circular from the President of the Company now before us, will give a definite idea of what its friends claim are the prospects of the road:

This road is located through the richest and most densely settled part of Iowa. There is scarcely a section of waste land on the whole line. It is generally rich, gently undulating or rolling prairie, interspersed with fine groves of good timber, with fine streams at short intervals, and well supplied with beautiful sparkling springs of pure water, not excelled in any country.

This Company, by their engineers, have already made explorations in anticipation of an extension of their railroad into Nebraska, and found the country not only very similar to Iowa, but most eligible for an extension of this railroad west on a line with the "South Pass" or middle route of the contemplated Pacific Railroad.

By act of Congress and the Legislature of the State of Iowa, this company is endowed with a munificent land grant, in alternate sections, for

six miles on each side of the line for the whole length of the Railroad, from the Mississippi River to the Missouri River.

This grant authorises the company to go a distance of fifteen miles on each side of the track, to make up what would be equivalent to six miles on each side, where the lands have already been entered, or otherwise previously disposed of by government, thus giving the company a strip of land 30 miles wide clear across the State, to make their selections from.

This company is now selecting their lands under the Land Grant. It is already certain that the Company will get \$33,450 acres of land, and it is confidently expected that that amount will be increased by lands where there is a conflict of lines and titles with the Dubuque and Pacific Railroad Company, and the Des Moines Navigation Company, to over one million of acres. These lands being generally of superior quality, will, when the Railroad is completed to the Missouri River, it is confidently believed, sell at an average sum of at least fifteen dollars per acre, taking the sales of the Illinois Central Railroad Company, as a criterion from which to judge.

The other road to which we referred, is the

Chicago, Iowa and Nebraska Railway.

CHAS. WALKER, President.

C. A. LAMBARD, Clinton, Iowa, Sec. and Treas.

MILO SMITH, Clinton, Chief Engineer.

The friends of this road claim for it an equal chance with the Iowa Central Air Line to reach the Missouri. We shall, however, in our list make it only eighty miles long, reaching to Cedar Rapids. It is proposed also, to extend it northwest up the rich valley of the Cedar River and across to the south bend of the Minnesota River, and thence to St. Paul, which will doubtless be done at no distant day.

The prospect for its early completion to Cedar Rapids is of the most flattering character. Thirteen miles of track are already completed, and the road is ready for the superstructure the remainder of the distance from Clinton to De Witt. The company purchased the iron last season to complete the track to the latter place, but one cargo of it was caught by winter on Lake Huron, which will, unless other arrangements are made by the officers of the company, delay the completion of the track to that place until after the opening of navigation in the spring.

Beyond De Witt, the contractors are pushing forward the work on the various sections to Cedar Rapids with commendable energy. The first section west of De Witt is to be ready for the track by the first day of July next, and each of the three remaining sections on the first of the three following months respectively. This will complete the grading and bridging to Cedar Rapids by the first of October next, and we presume the track will be completed and the road in operation from Clinton to Cedar Rapids, a distance of eighty miles, by January, 1853.

The company now have on the road two locomotives, one passenger car, one baggage car, ten box and eleven platform freight cars, besides the necessary construction equipment. The depot

building at Clinton, 40 by 160 feet, and another at Low Moor, (the first station west of Clinton,) 30 by 60 feet, are completed, while those for Brophy's Creek and De Witt are framed ready for erection as soon as they are needed.

The route of the Chicago, Iowa and Nebraska Railroad is one of the best in the West, where regard be had to cheapness of grading or the productive capacity of the country through which it passes. David Dale Owen, the eminent geologist, has pronounced the valley of the Cedar River to be second to no other district in the United States for agricultural purposes. It is rapidly filling up with a hardy, intelligent and industrious population, and by the time the road is completed, an immense business will pour in upon it. We hesitate not to give it as our opinion that this road will in no respect fall behind the Galena and Chicago road in its dividends. It is conceded to be the best line of road in this respect in Iowa.

The leading men in this enterprise are among the strongest capitalists of the country. The road has the entire confidence of the public, both in Iowa and abroad. It is but a little more than a year since the organization of the company. Twenty miles are nearly completed, and sixty more in a state of forwardness. This efficiency is unexampled in the history of railroad construction.

The next grand trunk line is the

Chicago, Burlington and Quincy Railroad.

JAS. F. JOY, Detroit, President.

C. G. HAMMOND, Chicago, Superintendent.

AMOS T. HALL, " Secretary and Treas

SMITH H. MALLORY, Chicago, Engineer.

This is one of the most important railways centering in Chicago. The country, now but partially developed, through which it runs, cannot be excelled on the American continent, as the following figures will show. The following table exhibits its

MONTHLY RECEIPTS.

	Pass'g's.	Freight.	Mail & M's.	Total.
January.....	\$24,810.97	\$47,416.01	\$1,089.29	\$73,316.27
February....	31,730.00	32,364.91	1,089.29	55,084.20
March.....	28,602.88	49,750.57	1,089.29	89,242.74
April.....	41,701.74	57,605.31	2,077.46	101,844.51
May.....	43,744.22	71,759.17	1,445.77	116,849.16
June.....	51,485.19	91,592.44	1,206.29	134,283.89
July.....	55,064.62	107,999.81	2,082.37	146,046.80
August.....	28,250.15	162,291.25	1,311.45	191,792.85
September..	53,787.90	174,707.41	1,352.69	229,848.00
October.....	61,266.23	163,589.13	1,439.11	226,394.47
November..	44,746.03	98,532.88	1,501.05	144,780.56
December... 39,029.33	62,535.49	5,649.29	107,874.16	

Total, \$485,909.31 \$1,119,784.38 \$21,325.92 \$1,627,029.61

The following figures show a movement of ten thousand passengers West more than returned, on this road alone.

STATEMENT OF THROUGH AND WAY PASSENGERS FOR 1856.

	West.			East.		
	Thro'	Way.	Total.	Thro'	Way.	Total.
January.....	1,168	6,101	7,269	1,232	6,145	7,380
February....	1,293	5,036	6,329	1,314	5,217	6,531
March.....	4,202	8,272	12,474	1,538	2,983	9,671
April.....	3,408	8,809	11,277	1,629	7,761	9,390
May.....	3,054	8,847	11,901	2,135	8,048	10,183
June.....	2,396	7,980	10,376	2,773	7,914	10,687
July.....	1,836	8,698	10,534	1,929	8,834	10,763
August.....	2,253	8,013	10,266	2,121	7,879	10,000
September..	3,615	11,178	14,793	2,889	9,661	12,550
October.....	2,810	10,723	13,533	3,185	9,932	13,067
November..	2,810	8,601	11,411	2,378	8,126	10,403
December... 2,120	8,283	10,403	2,541	8,537	11,078	

Total, 31,433 100,544 131,973 25,492 95,940 121,431

Number of pieces of Baggage checked in 1856, 105,124

Business men will study the following table with much interest. It is a

STATEMENT OF FREIGHT TRANSPORTED IN 1856.

Articles.	Pounds	Pounds	Total
	West.	East.	Pounds.
Lumber, feet..	69,139,263	206,301,372	1,116,417
Lath, bundles..	180,115	3,974,150	31,603
Shingles, M... ..	45,216	11,250,575	5,115
Posts, cords..	2,293	6,820,500	361,500
Hoop poles do..	25	31,000	42,000
Shingle Bolts do..	19	57,000	57,000
Wagon fells do..	6	24,000	24,000
do hubs sets..	300	15,000	15,000
do spokes do..	18,469	92,345	92,345
R.R. ties.. do..	1,604	100,400	160,100
Staves, cords..	192	552,000	24,000
Timber, feet..	30,350	59,750	90,750
Wagons..	215	258,000	258,000
Locomotives..	10	98,000	460,000
Tenders, extra..	4	40,000	40,000
Cars..	253	1,520,000	2,528,000
Asks oil..	24	19,000	19,000
Cement, bbls..	1,919	671,650	54,500
Flax do..	5,682	2,170,625	17,313
Salt do..	20,980	62,967,000	62,967,000
Lard do..	8,490	6,623	2,535,376
Liquor do..	8,245	580,426	2,335,080
Flour do..	74,150	501,334	15,515,064
Wheat, bu..	2,51,860	1,435,542	121,686,059
Corn, bu..	2,769,272	25,832	155,078,498
Oats, bu..	467,450	236,315	14,723,087
Rye, bu..	5,732	321,021	321,021
Barley, bu..	14,461	149,212	54,888
G. seeds, bu..	21,937	11,730	975,419
State seeds, bu..	57	5,185	2,195
Potatoes, bu..	19,434	1,077,322	1,165,968
Horses, No..	766	577,000	189,000
Cattle, No..	8,868	253,000	8,615,000
Sheep, No..	3,746	4,500	230,260
Live Hogs, No..	240,148	50,431,080	50,431,080
Sundries..	70,678,588	8,124,148	78,802,736
Iron..	9,781,895	186,192	9,968,087
Cool..	16,115,553	11,998,418	28,113,971
Stone..	5,845,513	2,535,586	8,381,100
Brick..	19,000	1,697,111	2,156,236
Marble..	6,594	915,604	922,198
Hides..	7,512	308,716	316,238
Wool..	253,756	3,429,856	3,683,612
Mill stuffs..	24,463	376,373	400,836
Butter..	15,713	18,961,976	18,977,689
Pork..	60,000	60,000	60,000
Provisions..	63,617	2,392,120	2,455,737
Sand..	78,200	903,750	982,050
Powder and	66,201	66,201	66,201
Matches..	24,000	24,000	24,000
Machinery..	41,200	41,200	41,200
Spikes..	437,275	437,275	437,275
Stone ware..	200,360	200,360	200,360
Stoves..	1,305	45,750	47,055
Broom corn..	5,789	289,450	295,239
Flat bbls..		61,350	61,350
Empty bbls..		359,800	359,800

409,903,119 432,215,191 842,118,310

The following are the names of the towns and stations along the line of this road with their distances from Chicago. It will be observed that this road uses the track of the Galeana Company to the Junction, thirty miles west of Chicago. Arrangements will doubtless ere long be made to run in on a separate line.

Miles.	Miles.
Park Station.....	83
Harlem.....	97
Cottage Hill.....	104
Babcock's Grove.....	109
Danville.....	115
Wheaton.....	123
Winfield.....	128
Junction.....	136
Batavia.....	144
Aurora.....	152
West Aurora.....	162
Oswego.....	163
Bristol.....	177
Piano.....	184
Sandwich.....	191
Somonauk.....	202
Waverly.....	210
Earl.....	210

This road has very important extensions and connections, and first in order we notice the

Burlington and Missouri Railway.

W. F. COOLBAUGH, Burlington, Iowa, Pres't.
 W. M. H. BACKUS, " " Sup't.
 OLIVER LOCK, " " Sec'y.
 J. G. FOOT, " " Treas.
 H. THEILSON, " Chief Engin'r.

This is one of the roads to assist in the con-

struction of which Congress granted alternate sections of land along its line. It is in the hands of able and most enterprising men, who have both the energy and the means to push it forward rapidly toward completion. It is now finished and in operation to Mt. Pleasant, thirty miles west of Burlington. Seven miles more will be opened as soon as possible after spring opens. It is under contract, and if we mistake not is to be completed to Ottumwa, on the Des Moines River, during the coming summer. It runs nearly due west through the second tier of counties north of the south line of Iowa—a region of country which for beauty, salubrity of climate and richness of soil, has no superior in the Mississippi valley. It points directly at the mouth of the Platte River, and is sure to be one of the greatest thoroughfares of the Mississippi valley. It is in the hands of a company who have both the will and the means to complete it at an early day.

An important line connecting with the Chicago, Burlington and Quincy road is the

Northern Cross Railway.

N. BUSHNELL, Quincy, President.

W. G. LULLIONS, " Superintendent.

JOHN C. COX, " Secretary.

" " Treasurer.

The name of this road is not at all significant of its location. It connects with the Burlington and Quincy road at Galesburg, 163 miles from Chicago, and runs thence to Quincy on the Mississippi River 100 miles. It passes through one of the finest sections of the State and cannot fail to do a large business. It was opened in February for passenger traffic, but the figures furnished us commence with July. It must be remembered that this is a new road and consequently that its business will increase very rapidly. For the last six months of the year we have the following:

MONTHLY RECEIPTS.

Pass'ers.	Freight.	Mail & Mis.	Total.
July.....	\$10,678.53	\$11,958.35	\$1,034.79
August.....	10,665.42	25,037.43	1,052.83
September.....	12,954.67	25,621.17	1,725.30
October.....	15,262.37	27,966.44	1,117.09
November.....	11,815.46	22,961.55	1,133.75
December.....	12,748.90	20,333.18	1,155.56

Total.....\$74,125.95 \$133,578.12 \$7,219.32 \$215,923.79

We are furnished with the following table showing the

MOVEMENT OF PASSENGERS.

	North.	South.
	Thro'. Wav. Total.	Thro'. Wav. Total.
July.....	276 5,232 5,508	433 4,902 5,445
August.....	292 5,455 5,747	448 5,283 5,831
September.....	445 5,929 6,374	602 6,345 6,947
October.....	632 7,456 8,108	563 6,059 6,622
November.....	706 5,091 5,797	468 5,206 5,674
December.....	524 5,722 6,246	703 6,339 7,042
Total.....	2,595 24,915 27,510	2,957 34,294 37,561

As our object in obtaining the movement of passengers was to show as near as possible how many more people the west actually received than it sent back east, and as this is a connecting line with the Chicago Burlington and Quincy

cy, and they may be included in those of that road, we omit them in our final table.

The following table shows the names of the stations on this road with their distances from Galesburg.

	Miles.		Miles.
Sauada.....	5	Colmar.....	55
Abingdon.....	10	Plymouth.....	59
St. Augustine.....	16	Augusta.....	63
Avon.....	20	La Prairie.....	70
Prarie City.....	23	Camp Pin.....	78
Fushnell.....	25	Coatsburg.....	81
Bardsell.....	28	Pawnee.....	87
Magnolia.....	33	Fowler.....	89
Colchester.....	41	Orion.....	91
Tennessee.....	47	Quincy.....	100

Quincy is one of the most beautiful and prosperous cities in the State, and its connection with Chicago will be mutually and largely beneficial to both.

An important extension of this road is the

Hannibal and St. Joseph Railway.

ROBERT M. STEWART, St. Joseph, Mo., Pres't.

J. D. DOWLING, " " Secretary and Treasurer.

JOSIAH HUNT, St. Joseph, Mo., Chief Engineer,

This road is to run from Hannibal, on the Mississippi, to St. Joseph, on the Missouri River. Thirty miles of the road are already finished and in operation, and by the first of October it is thought thirty-five more will be opened. It will give us a direct connection by railway with Kansas, and will be a most important road to that State as well as Missouri and to our own city. A reliable correspondent speaks in glowing terms of the fertility of the soil and the beauty of the country through which it passes, and adds:

"It only requires the muscle and the will to develop the latent wealth of Northern Missouri and make it the richest section of the West. Emigrants from Kentucky and Virginia, with at least an equal number from the Northern States, are coming in rapidly. The steam whistle has broken the slumbers of some of the old fogies, who are just now in a brown-study whether it is best to sell out to a new-comer and go to Kansas, or to make an effort to keep pace with the improvements going on around them. One way or the other they must "CLEAR THE TRACK."

The resources of the Company for building and equipping the road are ample. They have a reliable stock subscription of two million dollars, three million of State bonds, and six hundred thousand acres of superior lands, with which to build a road of 206 miles. When completed and equipped, without ballast, it will cost about \$30,000 dollars per mile.

The full amount of money required has been secured, and the time of completion will be determined by the labor that can be brought to bear upon it. Judging from the past season, it is not probable the road will be opened to St. Joseph before the close of 1853."

Again we return from our long journey to the Mississippi River to Chicago and notice the next grand trunk line leaving the city. It will be noticed, however, that these roads cross each other at Pond Creek, and the most important extensions and branches of the Rock Island road lie north of those of the Chicago, Burlington and Quincy. Next we have the

Chicago and Rock Island Railway.

HENRY FARNAM, President.

JOHN F. TRACY, Superintendent.

F. H. TOWS, New York, Secretary.

A. C. FLAGG, " " Treasurer.

The history of this road has been fully presented in former articles. It is now our more pleasing duty to show by the figures of its business that it is fully meeting the expectations of its most ardent friends. The following table shows its

MONTHLY RECEIPTS.				
	Passengers	Freight.	Mail.	Total.
January....	\$ 38,130.55	\$35,557.90		\$ 73,688.45
February....	32,182.05	29,014.42		61,196.47
March.....	57,375.30	38,775.70		96,552.09
April.....	76,033.55	55,067.07		131,710.62
May.....	82,970.17	63,885.38		146,855.55
June.....	74,637.09	66,366.63	\$21,200	141,003.22
July.....	60,635.19	30,682.54		155,317.73
August.....	63,001.41	31,739.34		183,420.75
September..	93,143.23	126,084.61		223,268.23
October.....	93,293.30	142,652.10		235,945.30
November..	70,805.17	80,374.46		160,179.73
Dec. (est)...	57,260.61	140,364.39		117,624.91
Total.....	\$798,699.11	\$931,805.43	\$21,200	1,751,704.60

The following table shows the

MOVEMENT OF PASSENGERS.

West.			East.		
Toro.	Way.	Total.	Thro.	Way.	Total.
Jan.....	2,073	7,202	1,066	7,610	9,216
Feb.....	2,324	6,840	9,664	7,006	9,300
March.....	4,188	10,146	14,334	10,166	12,436
April.....	5,660	13,712	19,372	13,446	12,839
May.....	5,212	15,649	20,861	13,368	14,802
June.....	5,160	12,918	18,073	11,636	15,360
July.....	3,493	14,394	18,447	12,136	14,736
Aug.....	3,823	15,200	18,123	11,247	13,466
Sept.....	5,232	16,129	22,361	15,250	18,472
Oct.....	5,374	17,740	23,114	14,252	17,893
Nov.....	3,946	14,638	18,584	12,157	14,974
Dec.....	2,130	11,930	14,051	12,329	14,863
49,978	157,178	206,157	30,439	138,575	169,014

The following are the names of the towns and stations on this road, with their distances from Chicago:

	Miles.		Miles.
Junction.....	6	Peru.....	100
Blue Island.....	15	Trenton.....	109
Bremen.....	23	Eureka.....	114
Mokena.....	29	Tiskilwa.....	123
Joliet.....	30	Pond Creek.....	130
Minooka.....	31	Shedell.....	136
Morris.....	51	Annapaw.....	145
Seneca.....	72	Atkinson.....	151
Marseilles.....	73	Geneseo.....	159
Ottawa.....	84	Colona.....	169
Utica.....	84	Moline.....	179
La Salle.....	98	Rock Island.....	191

We have heretofore spoken at length of the splendid bridge spanning the Mississippi at Rock Island, which connects this road with the

Mississippi and Missouri Railway.

Gen. JOHN A. DIX, New York, President.

E. COOK, Davenport, Vice President.

HIRAM PRICE, " " Secretary.

HON. A. C. FLAGG, New York, Treasurer.

B. BRAYTON, Davenport, Chief Engineer.

ADDISON DAY, " " Superintendent.

This road consists of three divisions. The first extends from Davenport on the Mississippi to Council Bluffs on the Missouri, a distance of about 300 miles. Of this distance: 55 miles to Iowa City are completed and in operation. The entire line is surveyed and located, and preparations are being made to commence vigorous operations in the spring. It is intended to have

the road completed to Fort Des Moines, 120 miles from Iowa City, in two years. It is expected that Council Bluffs will be reached in about five years.

This road also participates in the grant of lands made by Congress to Iowa to assist in completing her main east and west lines of railway. By this grant, it receives nearly half a million of acres. It is in the hands of wealthy capitalists and most enterprising, energetic men, and we regard its completion by or before the time specified as placed beyond any contingency.

The names of the stations on this road with their distances from Davenport, are as follows:

	Miles.		Miles.
Side Track.....	3	Moscow.....	28½
Walcot.....	12½	Atalissa.....	33½
Fulton.....	17	West Liberty.....	39
Durant.....	19½	Downey.....	44½
Muscatine Junction.....	25½	Iowa City.....	64½
Muscatine.....	33		

The second division extends from Muscatine to Oskaloosa, about 100 miles from Muscatine. Hitherto we spoke of this road as to run to the Missouri, but as it will not be extended beyond Oskaloosa for some time to come, we now rest our description there. Twenty miles of this road are nearly completed and will be opened for business early in the spring. Twenty more to Washington will be completed during the coming summer, and the balance within two years.

The third division of this road is to run from Muscatine north west to Cedar rapids, a distance of about 50 miles. Thirteen miles of this road, from Muscatine to the Junction with the first division, are completed and in operation.

There are several north and south roads projected in Iowa; but as these do not come within the plan of this article we omit them. We have now completed the description of the roads in Iowa, and return to Illinois, to notice an important feeder of the Rock Island, the

Peoria and Bureau Valley Railway.

Hon. N. B. JUDD, Chicago, President.

JOHN F. TRACY, " Superintendent.

W. COCKLE, Peoria, Secretary.

CHARLES W. DURANT, N. Y., Treasurer.

This road is leased by the Rock Island Company and is run in connection with that road. The rent is \$125,000 per annum, yielding eight per cent. to the stockholders. It extends from Bureau station, 144 miles from Chicago to Peoria, a distance of 47 miles.

The following are the names of the stations with their distance from Chicago:

	Miles.		Miles.
Snatchwine.....	123	Rome.....	145½
Henry.....	127	Mossville.....	151
Lacon.....	134½	Peoria.....	160½
Chillicothe.....	142½		

As an extension of this road we notice the

Peoria and Hannibal Railway.

MYRON PHELPS, Lewiston, Ill., President.

F. J. PORTER, Canton, Secretary.

GEORGE PHELPS, Lewiston, Treasurer.

WM. G. WHEATON, Peoria, Chief Engineer.

This road is to run from Peoria on the Illinois River to Hannibal on the Mississippi, 129 miles, connecting there with the Hannibal and St. Joseph Railway. It will pass through a rich and

well settled country universally admitted to be one of the best in the State. Stock subscriptions of \$431,000 have been made to the road, and its friends are confident of success. It is a road in which our own citizens as well as the people along its line can well afford to take a deep interest.

Next we notice the

Peoria and Oquawka Railway.

We are sorry that the officers of this road have failed to furnish us accurate data with reference to its condition and prospects. The west end of the line from Galesburgh to Burlington was completed some time since by the Chicago, Burlington and Quincy Railroad. From Galesburgh east through Peoria to the junction of the Chicago, Alton and St. Louis Road, it is now all completed and in operation. It forms with that road another and a very direct route between Peoria and Chicago. Its length between these points is about 143 miles.

The next main trunk line leading out of Chicago is the

Chicago, Alton and St. Louis Railway.

EX-GOV. J. A. MATTESON, Springfield, President.

A. H. MOORE, Bloomington, Superintendent.

L. DARLING, Chicago, General Agent.

This road has been in a transition state for the past year. Owing to the pecuniary embarrassments of Mr. Dwight, the principal owner of the road, in the early stage of its construction, it has suffered considerably, but, within the past few months it has passed into the hands of a new company with Ex-Gov. J. A. Matteson at its head; and the public will confidently expect that now it will be conducted with energy and ability. For the above or some other reason we are not furnished with its figures for the past year. It has been doing a large and increasing business, however, and from conversations with those who are intimately acquainted with its affairs, we think it entirely safe to estimate its receipts at \$1,000,000. It forms nearly an air line to St. Louis, and runs through one of the very finest parts of the State.

The following table exhibits the names of the stations on this road with their distances from Chicago:

	Miles.		Miles.
Chicago.....	0	Broadwell.....	165
Joliet.....	40	Elkhart.....	170
Ellwood.....	45	Williamsville.....	176
Wilmington.....	55	Sangamon.....	183
Stewart's Grove.....	61	Springfield.....	188
Gardner.....	65	G. W. R. Junction.....	191
Dwight.....	74	Woodside.....	194
Odell.....	82	Chatham.....	198
Livingston.....	83	Auburn.....	204
Pontiac.....	93	Virden.....	210
Rock Creek.....	98	Girard.....	214
Peoria Junction.....	104	Nilwood.....	217
Lexington.....	111	Carlinville.....	226
Towanda.....	119	Macapin.....	232
I. C. R. R. Junction.....	125	Plainview.....	237
Bloomington.....	125	Shipman.....	241
Funk's Grove.....	139	Providence.....	246
McLean.....	144	Brighton.....	249
Atlanta.....	149	Monticello.....	256
Lawn Dale.....	155	Alton.....	260
Lincoln.....	159	St. Louis.....	283

The next grand trunk line is the

Illinois Central Railway.

W. H. OSBORN, President.

JAS. C. CLARKE, Master of Transportation.

W. K. ACKERMAN, New York, Secretary.

J. N. PERKINS, " Treasurer.

G. B. McCLELLAN, Chief Engineer.

In former articles we have dwelt at length on the magnitude and the history of this road, conceded on all hands to be one of the grandest enterprises of the age. It extends from Dunleith through the heart of the State to Cairo, at the mouth of the Ohio. From Centralia, 112 miles north of Cairo, the Chicago branch connects our city with Cairo. The total length of the road is 704 miles.

Our readers know that a munificent grant of lands was made by Congress to aid in the construction of this road. For the following statement of the total amount, and the sales of that land, our readers are indebted to Hon. John Wilson, Land Commissioner of the Company:

LANDS—NUMBER OF ACRES.

	Granted.	Sold.	On hand.
Construction.....	2,000,000	559,136.09	1,440,863.91
Interest Fund.....	250,000	153,300.51	96,699.09
Free.....	45,000	152,774.01	192,225.99
Total.....	2,595,000	865,211.01	1,729,788.99
Add sold.....			865,211.01
Aggregate of grant.....			2,595,000.00

RECEIVED FOR LANDS IN 1856.

Notes received for construction lands...	\$3,281,375.83
do Interest Fund do ...	271,009.43
do Free..... do	1,168,071.85
do Town lots to inst. fund	23,182.90

Total of notes..... \$4,746,640.06

CASH RECEIVED ON

Construction lands.....	\$ 9,289.52
Advance interest on do.....	184,397.91
Interest Fund Lands.....	76,088.62
Advance interest on do.....	8,420.07
On Free Lands.....	9,329.10
Advance interest on do.....	64,609.85
On Town Lots.....	14,700.85
Advance interest on do.....	1,266.56

Total of Cash..... 368,010.52

Aggregate of notes and cash...	\$5,114,650.58
Add aggr. of receipts prior to '56.	5,595,577.83
Total of all to January 1, 1857.	\$10,710,228.41

It will be seen that only a very small fraction over one-third of the lands have been sold; and if those on hand will average the value of those that have been sold, the receipts of the Company from lands will alone exceed \$30,000,000. The country along the line of the road is surpassingly rich and beautiful, and is settling very rapidly with a highly intelligent population; and it is universally conceded that this Company must realize one of the most gigantic speculations of the age.

The following table shows the

MONTHLY RECEIPTS.

	Passengers.	Freight.	Mall & Misc.
January.....	\$59,387.59	\$63,221.57	\$12,533.53
February.....	160,369.06	60,844.67	10,771.53
March.....	65,184.12	62,848.05	13,667.25
April.....	89,379.85	83,370.24	15,193.49
May.....	96,151.36	88,426.57	16,041.85
June.....	99,326.43	79,077.21	21,457.10
July.....	99,453.43	85,872.67	20,207.64
August.....	96,448.34	137,030.85	19,638.66
September.....	123,017.06	148,730.42	121,857.25
October.....	135,749.92	152,396.08	17,589.24
November.....	109,354.62	121,648.59	15,379.73
December.....	82,670.87	73,198.43	17,795.55
Ex. baggage for '56.	5,933.63		

\$1,112,401.78 \$1,154,964.37 \$203,167.52

Total..... \$2,469,533.67

The annexed table shows the total movement of passengers. We are glad to be able to give it as it is, and hope hereafter that the different directions they go will be specified. It will be observed that the month of October shows a greater movement, by nearly ten thousand than any other month.

MOVEMENT OF PASSENGERS—TOTAL NO. NORTH AND SOUTH.

January.....	35,055½	July.....	58,877
February.....	29,206½	August.....	57,821½
March.....	42,007½	September.....	68,676½
April.....	59,888	October.....	79,106
May.....	62,337½	November.....	56,883
June.....	53,291	December.....	43,449½

Total..... 651,749½

The following are the names of the stations on the Chicago Branch, and on the main line below Centralia, with their distances from Cairo north.

Chicago.....	Miles.	Neoga.....	Miles.
Engine House.....	379½	Effingham.....	163
Ottie Track.....	5	Edgewood.....	132
Hyde Park.....	1	Farina.....	43
Calumet.....	365½	Kimrunday.....	138
Thornton.....	355½	Tonti.....	126
Mattoon.....	351½	Odin.....	120
Richton.....	350½	Centralia.....	112½
Monroe.....	344½	Richview.....	102
Potomac.....	338½	Ashley.....	98½
Manter.....	333½	Farina.....	91½
Kankakee.....	323½	Tamara.....	85½
Chebanee.....	314½	Du Quoin.....	76½
Ashtum.....	305½	De Soto.....	63
Onarga.....	292½	Carbondale.....	56½
Spring Creek.....	290½	Makanda.....	42½
Loda.....	279½	Jonesboro.....	39½
Peru.....	270½	Wetumpka.....	34½
Rantoul.....	264½	Ullin.....	29½
Urbana.....	250½	Pulaski.....	15½
Tolono.....	241½	Villa Ridge.....	11½
Pesotum.....	224½	Mounds.....	8
Okaw.....	209	Cairo.....	0
Mattoon.....	194½		

The following table shows the names of the stations on the main line, with their distances from Cairo north.

Centralia.....	Miles.	Tonka.....	Miles.
Sandoval.....	112½	La Salle.....	307½
Patoka.....	118½	Boxer.....	318½
Chenier.....	128	Menota.....	323½
Vandalia.....	142½	Sublette.....	332
Ramsey.....	155	Amboy.....	339½
Oconee.....	165	Dixon.....	351½
Pana.....	172	Woodsong.....	358½
Tacua.....	181½	Polo.....	364½
Mosawqua.....	189	Marion.....	371½
Macon.....	194½	Forriston.....	387½
Decatur.....	204½	Freeport.....	387
Maroa.....	217½	E.eroy.....	395
Cinton.....	226	Seneca.....	399½
Wapella.....	230½	Nora.....	407½
Heuworth.....	237	Warren.....	411
Bloomington.....	243	Apple River.....	417
Hudson.....	257	Scates Mound.....	425½
Kappa.....	257	Council Hill.....	430½
Junction.....	261½	Galena.....	437½
Panola.....	269½	Menominee.....	445½
Minonk.....	277½	Dunleith.....	454½
Wenona.....	287½		

With any recent map of Illinois before him the reader will see that this road is properly named the "ILLINOIS CENTRAL," as it passes entirely through our noble State. Its future cannot fail to be alike profitable to the stockholders, and in the highest degree beneficial to our State.

The next trunk line is the

Pittsburg, Fort Wayne and Chicago Railway.

GEO. W. CASS, Pittsburg, President.

J. H. EDGERTON, " Vice President.

T. D. MESSLER, " Secretary.

JAS. H. MOORE, " Superintendent.

GEO. DARSIE, " Treasurer.

D. W. BOSS, Chicago, General Agent.

The following is a statement of several articles of freight moved on the Michigan Central Railroad during the year ending Dec. 31, 1856:

	Flour,	Corr.	Oats,	Wheat,	Midse.	Lum'r.
	bu.	bu.	bu.	bu.	tons.	ft.
Jan.....	12,777½	25,473	3,913	3,712	2,447	1,012,065
Feb.....	6,324	17,524	13,580	8,107	1,530	1,202,831
March.....	13,270½	25,037	7,848	4,521	4,187	2,235,470
April.....	21,316	15,294	6,151	5,014	6,056	2,271,770
May.....	24,005½	12,903	4,895	40,343	7,579	1,506,624
June.....	25,204	9,315	8,191	67,323	5,137	1,474,573
July.....	17,035	9,807	2,788	36,863	3,394	1,292,741
Aug.....	47,849	9,843	2,715	148,023	5,029	1,168,623
Sept.....	66,977½	4,959	8,614	118,714	8,473	1,093,460
Oct.....	13,731	20,551	8,487	139,839	9,567	1,184,434
Nov.....	57,754	28,296	6,630	141,484	8,167	1,192,450
Dec.....	21,651	63,619	44,846	32,583	7,275	1,707,887
Total.....	357,295	251,612	119,158	749,224	68,781	17,273,342

The following are the towns and stations on this road, with their distances from Chicago:

	Miles.		Miles.
Merri k's.....	5	Kalamazoo.....	141
Calumet.....	24	Galesburg.....	150
Gibson's.....	24	Battle Creek.....	164
Porter.....	44	Marshall.....	177
Lake.....	56	Albion.....	189
Michigan City.....	57	Parms.....	198
New Buffalo.....	66	Jackson.....	208
Chambers.....	74	Grass Lake.....	219
Terre Coupee.....	87	Dexter.....	237
Buchanan.....	87	helsea.....	237
Niles.....	93	Ann Arbor.....	247
Pokagon.....	100	Ypsilanti.....	254
Dowdmac.....	106	Denton's.....	259
Decatur.....	117	Wayne.....	267
Paw Paw.....	125	Dearborn.....	274
Mathawan.....	125	Half Way Station.....	279
Ostemo.....	135	Detroit.....	284

At Detroit the Michigan Central connects with the Canada Great Western Railway, and this with the New York Central and the New York and Erie Railway at Niagara Falls makes it one of our great thoroughfares to the Atlantic seaboard. The wire suspension bridge at Niagara Falls is one of the greatest triumphs of engineering—indeed it is in reality one of the “wonders of the world.” At Hamilton, Canada, the Great Western connects with the Canadian Grand Trunk Railway, opened for travel in September last, giving us a direct railway communication with Toronto, Montreal, Quebec, and Portland in the State of Maine.

As a connecting line with the Michigan Central, we notice the

New Albany and Salem Railway.

JAMES BROOKS, New Albany, Ind., President.

JOHN B. ANDERSON, New Albany, Ind., Superintendent.

GEORGE LYMAN, New Albany, Ind., Secretary and Treasurer.

This road runs from Michigan City to New Albany on the Ohio River, and lies wholly in the State of Indiana; but as it has trains running directly to this city over the Michigan Central track, and intimate business relations exist between most of the country through which it runs and our city, it may properly be regarded as an important part of the railway system which has Chicago for its centre.

The following table shows the

MONTHLY RECEIPTS.

	Passen'rs.	Freight.	Mail & M's.	Total.
Jan.....	\$1,705.23	\$26,724.09	\$1,837.50	\$50,266.82
Feb.....	17,672.15	15,828.34	1,837.50	35,337.99
March.....	29,994.74	27,623.90	1,837.50	59,455.25
April.....	30,878.87	31,885.67	3,587.50	66,352.04
May.....	33,278.75	26,489.00	3,587.50	63,355.25
June.....	32,901.09	26,733.66	3,587.50	63,222.25
July.....	28,625.66	20,012.30	3,587.50	52,225.46
August.....	38,163.10	23,685.14	3,587.50	65,435.74
Sept.....	46,012.51	25,051.25	3,587.50	74,651.26
Oct.....	53,253.93	28,745.19	3,587.50	85,586.62
November.....	33,295.55	24,411.67	3,587.50	61,304.72
December.....	28,539.70	36,167.64	3,587.50	68,314.84
Total.....	\$592,711.53	\$312,976.95	\$37,800.00	\$942,488.48

The following for the last six months in the year shows the

MOVEMENT OF PASSENGERS.

	North.			South.		
	Thro'.	Way.	Total.	Thro'.	Way.	Total.
July.....	504	9,185	9,690	156	7,566	7,722
August.....	519	10,330	10,849	1,620	8,873	9,493
September.....	1,123	11,334	12,457	489	9,798	10,287
October.....	651	10,851	11,503	441	10,440	10,881
November.....	342	8,174	8,516	333	7,943	8,276
December.....	134	6,711	6,845	106	6,152	6,258

Total.....3,272 57,686 59,959 2,545 51,770 53,315

It will be seen that September has the greatest movement north and October south. Business men will not be at a loss to account for this difference.

Other Railways in Illinois.

We have space merely to notice briefly the railways running nearly east and west through the State. The first is the Joliet and LaPorte or “Cut-off” road. Its name indicates its location. Its length in Illinois is about thirty miles. The Michigan Central have a lease of and operate this road. E. KNOWLTON, Esq., Joliet, is the Superintendent. The Peoria and Oquawka has already been noticed. At present it operates as a feeder to and is a part of the Chicago system. The next road south is the “Great Western,” running from Naples, on the Illinois River, to the Indiana State line near Danville. It there connects with a direct line completed to Toledo. The length of road now completed in Illinois is about 200 miles. B. F. POON, Esq., Jacksonville, is the Superintendent. The next road is the Alton and Terre Haute. The name indicates its location, and its entire line is completed and in operation. Length in Illinois, 173 miles. The next road is the Belleville and Illinoistown, running between those two places. Distance, 14 miles. Next we have the Ohio and Mississippi Railway. It runs entirely across the State, from St. Louis to Vincennes, Indiana, connecting there with roads to Cincinnati, Cleveland and cities further east. Length in Illinois, 147 miles. We must not omit to mention the Illinois River Railway—R. S. THOMAS, Esq., Virginia, Ill., President. This is a new and important enterprise, and from the energy of the men who control it, the public entertain high hopes of its success. It is to run from Alton, on the east side of the Illinois River, most of the way some twenty miles from it, to Peoria. It will form an important addition to our railways, and we wish it abundant success. It is also in contemplation to build a road immediately between this city and Joliet, to form the northern end of the Alton and St. Louis road. The cars now come in from Joliet on the Rock Island road. The road is in the hands of Ex-Governor Matteson, and it will doubtless be completed at an early day. There is also a company formed to build a road from this city, through Amboy, nearly due west to the Mississippi; but we are not aware that any work has yet been done.

Perhaps there are other projects and other roads; but we fear that the length of our article will weary our readers. Let us now condense the facts already before us, that we may see at a glance the magnificent results already achieved.

The following list embraces the roads completed, in process of construction, or projected with their different branch and extension lines, centering in Chicago. Where roads extend beyond Illinois they are in most cases traced only through a single State beyond our own. The trunk lines are set near the left of the column; the branch and extension lines are indented.

	Miles.
Chicago and Milwaukee.....	85
Kenosha and Beloit.....	69
Racine and Mississippi.....	150
Chicago, St. Paul and Fond du Lac, Chicago to Marquette and Ontonagon on Lake Superior.....	453
Milwaukee and Mississippi (Western Division).....	130
Milwaukee and LaCrosse (Western Division).....	350
Hudson and Superior.....	134
Galena and Chicago Union.....	121
Fox River Valley.....	33
Wisconsin Central.....	150
Beloit Branch.....	20
Beloit and Madison.....	85
Mineral Point.....	56
Prairie du Chien and LaCrosse.....	150
Dubuque and Pacific.....	330
Galena (Fulton) Air Line.....	136
Iowa Central Air Line.....	250
Chicago, Iowa and Nebraska to Oedar Rapids.....	80
Chicago, Burlington and Quincy.....	210
Burlington and Missouri.....	220
Northern Cross.....	100
Hannibal and St. Joseph.....	206
Chicago and Rock Island.....	182
Mississippi and Missouri, 1st Division.....	300
do do 2d do.....	100
do do 3d do.....	60
Peoria and Bureau Valley.....	47
Peoria and Hannibal.....	129
Peoria and Oquawka.....	143
Chicago, Alton and St. Louis.....	283
Illinois Central.....	704
Pittsburg, Fort Wayne and Chicago.....	495
Michigan Southern and Northern Indiana.....	242
Monroe Branch.....	30
Cincinnati, Peru and Chicago.....	70
Michigan Central.....	282
New Albany and Salem.....	284
Total 11 trunk and 23 branch and extension lines.....	6,929

It will be seen that each year this list is somewhat changed. The names of some roads are changed, a few are omitted and some are added. Our object is to make our statements perfectly accurate at the time they are written. As to the projected lines, those only are given which have at last a fair prospect of success.

The following list embraces the trunk roads actually completed and in operation, with their branch and extension lines, centering in Chicago:

	Miles.
Chicago and Milwaukee.....	85
Racine and Mississippi.....	86
Chicago, St. Paul and Fond du Lac.....	121
Milwaukee and Mississippi, Western Division.....	105
Galena and Chicago Union.....	121
Fox River Valley.....	33
Wisconsin Central.....	6
Beloit Branch.....	17
Beloit and Madison.....	17
Mineral Point.....	17
Galena (Fulton) Air Line.....	136
Chicago, Iowa and Nebraska.....	13
Chicago, Burlington and Quincy.....	210
Burlington and Missouri.....	20
Northern Cross.....	100
Hannibal and St. Joseph.....	30
Chicago and Rock Island.....	182
Mississippi and Missouri, 1st Division.....	55
do do 3d do.....	13
Peoria and Bureau Valley.....	47
Peoria and Oquawka.....	143
Chicago, Alton and St. Louis.....	283
Illinois Central.....	704

Pittsburg, Fort Wayne and Chicago.....	383
Michigan Southern and Northern Indiana.....	242
Cincinnati, Peru and Chicago.....	28
Michigan Central.....	282
New Albany and Salem.....	284

11 Trunk and 17 Branch and Extension Lines.....3,676

Taking the portions of the above lines which lie in the State of Illinois, and adding the length of the different roads completed in the central portions of the State, we find that Illinois now contains TWO THOUSAND SEVEN HUNDRED AND SIXTY-ONE MILES OF COMPLETED RAILWAY. Five years ago we had only ninety-five miles. These facts show a most gratifying progress, of which every citizen of Illinois may well be proud.

The total number of trains which now (mid-winter) arrive and depart from Chicago daily is 104. Adding 15 per cent. for the number as soon as navigation opens, and we have 120. The amount of freight, the number of passengers, and the wealth and the business which these trains daily pour into the lap of Chicago can only be appreciated by those who are on the ground and will take pains to examine the subject for themselves.

The earnings of our different railway lines during the past year have been of the most satisfactory character. We should like to see the receipts of the different lines centering in other cities, that a comparison might be made. When it is remembered that five years ago we had but 40 miles of railway, earning perhaps \$40,000, the contrast is truly amazing. We present

The following table, showing the earnings of the railroads centering in Chicago, for the year 1856.

	Passengers.	Freight.	Mails, &c.	Total.
C. & M.....	(our estimate)			650,000.00
C. S. P. & F. \$	58,330.43	73,224.52	5,698.72	137,253.67
G. & C. U.....	945,629.64	1,465,982.14	44,434.02	2,455,045.80
F. R. V.....	(our estimate)			50,000.00
C. B. & Q.....	455,909.31	1,119,784.38	21,235.82	1,627,629.61
N. C. & M.....	74,125.35	133,873.12	7,219.32	215,217.79
C. & R. I.....	798,699.11	891,805.49	21,200.00	1,751,704.60
C. & St. L.....	(our estimate)			1,000,000.00
I. C. & St. L.....	112,401.78	1,154,964.37	202,167.52	2,469,533.67
M. S. & N. I.....				3,114,756.06
M. C.....	1,611,932.70	1,432,085.09	84,133.31	3,128,151.10
N. A. & S.....	322,711.58	212,976.95	37,800.00	743,492.53
Total.....				\$17,343,242.83

Movement of Passengers.

The movement of passengers forms a new and interesting feature in our railway statistics. The returns of the four principal roads running west from the city show the following

	Results.					
	West.			East.		
	Thro'	Wag.	Total	Thro'	Wag.	Total
C. St. P. & F.....	2,217	26,846	29,063	2,530	26,579	29,109
G. & C. U.....	72,707	199,766	272,473	42,552	169,947	212,499
C. B. & Q.....	31,433	100,540	131,973	25,492	95,940	121,431
C. & R. I.....	48,978	157,178	206,157	30,439	138,575	169,014
Total.....	155,335	484,330	639,666	101,013	431,011	532,023

This table shows that these four railways alone have taken West 107,653 passengers more than they brought back—people enough to redeem another sovereign State from the dominion of the panther and the savage, and add another star to the banner of our glorious Union. During the early part of the year a large emigration

found its way to Kansas and Nebraska over the Chicago, Alton and St. Louis Railway, by land, and also on the Ohio and other tributaries of the Mississippi. Many also were landed from the lower lake and the Collingwood steamers at Milwaukee and other cities north of us, so that there can scarcely be a doubt that at least 250,000 people found their way west of the meridian of Chicago and north of the southern line of Missouri during the past year.

If the passenger movement on the Michigan Southern corresponds with that on the Michigan Central, the above results agree with sufficient accuracy with those of the four leading Western lines. They would be as follows:

	West.			East.		
	Thro'l.	Way.	Total	Thro'l.	Way.	Total
Mch. Cent.	117,662	215,119	332,781	64,187	194,697	258,884
M.S. (estimate)	117,662	215,119	332,781	64,187	194,697	258,884
Total.....	235,324	430,238	665,562	128,374	389,394	517,768

This table would show, on the above hypothesis, that these two lines brought 147,794 passengers west more than they took back, leaving about 40,000 to remain in this city or to find their way west of us by other lines. If we make a fair estimate for the movement of passengers on the Milwaukee and St. Louis roads, from which no returns were received, the total movement on the principal railway lines centering at Chicago would be about 3,350,000 passengers.

This is the last of four leading statistical articles published since the first of January last, and we now present at a single glance the main facts contained in all of them. We present, therefore, the following

General Summary.

Total number of miles of railway centering in Chicago Feb. 20, 1856.....	40
Total number of miles now completed and in operation.....	3,676
Increase in 1856.....	915
Total number to be completed in from five to eight years.....	6,929
Total number of miles of railway in the State of Illinois now in operation.....	2,761
Increase in 1856.....	351
(Only 95 miles were completed five years ago.)	
Increase in the State in five years, (over 500 miles per year).....	2,666
Total earnings of all the railways centering in Chicago for the year 1856.....	\$17,343,242.83
(Five years ago they were only \$40,000.)	
Increase in five years.....	17,303,242.83
Increase of 1856 over 1855.....	4,045,041.74
Total number of trains arriving and departing daily (midwinter) 104; adding 15 per cent as soon as navigation opens.....	120
Population of Chicago in 1856.....	28,783
Jan. 1, '57, estimate	
(On June, '55, it was 83,509.)	110,000
Total receipts of grain in Chicago for the year 1856, bushels.....	20,487,953
Total receipts of grain—being the largest primary grain port in the world—for the year 1856 (increase in '56 over 20 percent.) bushels.....	24,674,824
Total shipments of grain from the port of Chicago for the year 1856, bushels.....	21,583,221
Total amount of corn rec'd in 1856 bushels.....	11,888,398
When.....	9,332,365
Total number of hogs alive and dressed received in Chicago for 1856-6.....	308,539
Total number of shipments alive and dressed.....	170,831
Averaging the weight at only 200 lbs and the price at \$5 per hundred the value of the hogs received would be.....	\$3,685,890
Number of barrels of beef packed in 1856.....	33,078

Receipts of lumber at the port of Chicago for the year 1856—being the largest lumber market in the world.....	456,673,129
Receipts of lead for the year 1856.....	9,527,606
Now laid up in the port of Chicago, steamers and sail vessels.....	245
Total number of vessels arriving in Chicago for the year 1856.....	7,323
Total tonnage of vessels arriving in this port for the year 1856.....	1,545,379
Amount of imports received at the Chicago Custom House on foreign goods for the past year.....	\$162,994.31
Total amount of capital invested in manufactures during the year 1856—showing an increase of \$1,464,400 over 1855.....	\$7,759,400
Total number of hands employed—showing an increase over 1855 of 1,833.....	10,572
Total value of manufactured articles, showing an increase of \$4,433,572.....	\$15,515,063
Total amount invested during the year 1856 in improvements, stores, dwellings, hotels &c., showing an increase over 1855 of \$1,073,570.....	\$5,708,624
Total number of passengers carried west by four principal railways leading out of Chicago.....	639,665
Total number remaining west above those who returned on these four lines.....	107,553
Total number of passengers moved on all the roads centering in Chicago.....	3,250,000

The above facts and figures will be regarded with special satisfaction by all our citizens, and by the people of the Northwest generally. They show a healthy, but rapid and most astonishing progress. It may be doubted whether the whole history of the civilized world can furnish a parallel to the vigorous growth and rapid development of the country which has Chicago for its commercial metropolis. When it is remembered that twenty years ago she was not an incorporated city, and less than a quarter of a century since, the Indians still had possession of the largest portion of this magnificent country, these facts, stubborn and incontestable though they be, seem more like the dreams of some vagrant imagination than sober matters of reality, which scores of men still among us have themselves seen and realized.

Twenty years ago Chicago was an insignificant town at the southern end of Lake Michigan, importing nearly all her produce from Western New York and Northern Ohio. Last year she shipped 21,583,221 bushels of grain, and her total receipts were over twenty-four and a-half millions. Half a dozen years ago she had only a single railroad some twenty miles long entering the city; now she has 3,676 miles completed and in operation, and the earnings of these lines for the last year amount to the enormous sum of \$17,343,242.83. The increase of earnings during the past year is over four millions of dollars. More than a hundred trains of cars arrive and depart daily. Her trade in lumber exceeds by far that of any other city in the world, amounting to 456,673,129 feet. Ten years ago her manufactures were in their infancy and were scarcely worthy of commendation. Last year the capital invested amounted to \$7,759,400, and the value of manufactured articles to more than FIFTEEN MILLIONS AND A-HALF OF DOLLARS. Half a dozen years ago Chicago was reproached as being a city of wooden shanties; last year she invested in magnificent stores, many of them with superb marble and

iron fronts, elegant palatial residences and other improvements, \$5,703,624. And wonderful as has been the progress of the city, it has not been able to keep pace with the improvements of the country by which she is surrounded.

The statistics of the movement of population westward show that people enough found their homes west of Chicago during the past year to form two entire States. Nor is this a movement of mere human bone and muscle; it is a concentration upon our rich rolling prairies and amid our beautiful groves of a vast host of active, vigorous, intelligent men, who plant schools and churches wherever they settle, and bring with them all the elements of an enterprising Christian civilization—a deep controlling, ever-abiding reverence for liberty and for law. They are laying the foundations for an empire of whose wealth, intelligence and power, the sun in all his course has never seen the equal. Ere the next quarter of a century shall have rolled away, the beautiful valleys of the Upper Missouri, the Yellow Stone, the Platte, and the Kansas, aye, and even that of the Red River of the North, will all have been settled, and this ever-deepening current of emigration will meet an equally resistless stream from the Pacific coast, and roll back in mingling eddies from the summits of the Rocky Mountains. Fourteen States as large as Ohio, but on an average more wealthy and populous, will have grown up on the magnificent country between the lakes and the Rocky Mountains, and how many will repose upon the "Pacific slope" we dare not attempt to predict.

During the last year our steamers have run without interruption to the head of Lake Superior, and our exports to the Atlantic seaboard have largely increased. Nor is this all. The Dean Richmond was loaded with wheat at the wharves of Chicago and Milwaukee and discharged her cargo into the warehouses of Liverpool. The practicability, and the profit too, of direct trade with Europe have been demonstrated; and as soon as navigation opens other vessels will follow in the track of the Dean Richmond; and in the judgment of those who have most carefully studied this subject, a very few years will render the departure of vessels for the grain-consuming countries of Europe so common as scarcely to excite remark. Our Canadian neighbors are becoming fully convinced that their best interests require greater facilities for the transit of western produce to the Ocean—and the enlargement of the Welland Canal and the construction of the Georgian Bay or the Ottawa Ship Canal is now regarded as a prime necessity of commerce. Our railway lines are constantly being extended through the magnificent country west of us—a country whose mineral, agricultural and commercial resources no man has yet had the nerve to estimate. To the citizen of Chicago, who has at

heart the material, social and religious welfare of the millions who are to succeed us, every aspect of the horizon east, west, north and south is full of promise and joyous hope. Presenting our congratulations to the readers of the Press, we offer to them, to all, the inspiring motto **COURAGE! ONWARD!!**

Additional Statistics.

Since our railway article was published, we have received the following statistics. We have not altered the aggregates in our tables, though were the receipts of the Pittsburg, Fort Wayne and Chicago Railway added to the results, they would show the receipts of our railways to be nearly \$19,000,000.

The following are the statistics of the

Illinois Great Western Railway.

MONTHLY RECEIPTS.				
	Pass'gers.	Freight.	M'l & Mis.	Total.
Jan.....	\$8,359.37	\$6,895.70		
Feb.....	8,272.06	5,734.99		
March.....	11,516.60	9,317.63		
April.....	10,300.20	14,122.69		
May.....	10,164.59	19,082.93		
June.....	9,723.71	11,804.31		
July.....	10,550.47	19,621.00	\$13,751.10	\$338,906.79
August.....	11,087.37	24,006.80		
Sept.....	13,941.69	29,218.00		
Oct.....	15,558.15	24,737.44		
Nov.....	12,971.03	15,834.99		
Dec.....	16,555.87	17,000.03		
Total.....	\$138,749.81	\$186,403.38	\$13,751.10	\$338,906.79

The following table shows the

MOVEMENT OF PASSENGERS.

	West.			East.		
	Thro.	Way.	Total.	Thro.	Way.	Total.
Jan'y.....	270	3,248	3,507	275	3,925	3,200
Feb'y.....	263	3,645	3,915	617	2,536	3,153
March.....	334	5,511	5,849	528	4,148	4,676
April.....	585	4,082	4,667	553	4,566	5,119
May.....	633	3,837	4,469	491	3,594	4,185
June.....	923	3,736	4,664	366	3,745	4,111
July.....	1,689	4,278	5,967	394	4,891	4,785
August.....	1,741	4,357	6,098	613	4,177	4,790
Sept.....	777	4,654	5,331	1,253	4,767	6,020
Oct.....	625	4,880	5,505	1,124	4,393	5,517
Nov.....	1,671	3,124	4,795	244	2,967	3,311
Dec.....	2,532	4,587	7,112	570	4,151	5,021
Total.....	12,348	43,813	61,161	7,428	46,357	53,785

The location and direction of this road was briefly noticed in the body of our article. It was not opened east beyond Tolono till the 31st of December last. The business of the present year will doubtless far exceed that of the last.

The following are the receipts of the

Pittsburg, Fort Wayne & Chicago Railroad:

MONTHLY EARNINGS.				
1856.	Pass'rs.	Freight.	M'l & Mis.	Total.
January.....	\$41,030.42	\$34,838.89	\$3,644.44	\$79,513.75
February.....	37,566.85	39,560.36	4,293.75	80,620.96
March.....	63,888.19	52,415.94	4,601.64	120,905.77
April.....	65,502.97	44,890.46	4,442.25	114,835.68
May.....	65,155.66	32,706.50	4,331.18	102,193.34
June.....	62,598.49	28,970.34	3,848.67	95,417.50
July.....	54,620.80	42,061.24	3,716.20	100,398.23
August.....	67,076.33	77,435.64	5,121.05	149,633.02
September.....	84,434.40	83,300.53	3,683.54	171,418.47
October.....	85,281.25	83,377.24	8,753.93	177,412.42
November.....	67,414.61	72,448.27	7,841.84	147,704.72
December.....	62,907.50	68,476.83	8,561.75	139,946.08
Total.....	\$761,517.56	\$654,542.26	\$63,308.94	\$1,479,368.76

Other facts in regard to this road will be found in the body of the article.

[From Hunt's Merchants Magazine.]

WESTWARD MOVEMENT OF THE CENTER of Population, and of Industrial Power in North America.

In the rapidly developing greatness of North America, it is interesting to look to the future, and speculate on the most probable points of centralization of its commercial and social power. I leave out the political element, because, in the long run, it will not be very potential, and will wait upon industrial developments. I also omit Mexico, so poor, and so disconnected in her relations to the great body of the continent.

Including with our nation, as forming an important part of its commercial community, the Canadas, and contiguous provinces, the center of population, white and black, is a little west of Pittsburgh. The movement of this center is north of west, about in the direction of Chicago. The center of productive power cannot be ascertained with any degree of precision. We know it must be a considerable distance east, and north of the center of population. That center, too, is on its grand march westward. Both, in their regular progress, will reach Lake Michigan. The center of industrial power will touch Lake Erie, and possibly, but not probably, the center of population now move so far northward as to reach Lake Erie also. Their tendency will be to come together; but a considerable time will be required to bring them into near proximity. Will the movement of these centers be arrested before they reach Lake Michigan? I think no one expects it to stop eastward of that lake; few will claim that it will go far beyond it. Is it not, then, as certain as anything in the future can be, that the central power of the continent will move to, and become permanent on, the border of the great lakes? Around these pure waters will gather the densest population, and on their borders will grow up the best towns and cities. As the centers of population and wealth approach, and pass Cleveland, that city should swell to large size. Toledo will be still nearer the lines of their movement, and should be more favorably affected by them, as the aggregate power of the continent will, by that time, be greatly increased. As these lines move westward towards Chicago, the influence of their position will be divided between that city and Toledo, distributing benefits according to the degree of proximity.

If we had no foreign commerce, and all other circumstances were equal, the greatest cities would grow up along the line of the central industrial power, in its western progress, each new city becoming greater than its predecessor, by the amount of power accumulated on the continent, for concentration from point to point of its progress. But as there are points from one resting place to another, possessing greatly superior advantages for commerce over all others, and near enough the center line of industrial power to appropriate the commerce which it offers, to these points we must look for our future great cities. To become chief of these, there must be united in them the best facilities for transport, by water and by land. It is too plain to need proof, that these positions are occupied by Cleveland, Toledo and Chicago.

But we have a foreign Commerce beyond the continent of North America, by means of the Atlantic Ocean, bearing the proportion, we will allow, of one to twenty of the domestic commerce within the continent. This proportion will seem small, to persons who have not directed particular attention to the subject. It is, nevertheless, within the truth. The proof of this is difficult, only because we cannot get the figures that represent the numberless exchanges of equivalents among each other, in such a community as ours.

It can scarcely admit of a doubt, that the domestic commerce of North America bears a proportion as large as twenty to one of its foreign commerce. Has internal commerce a tendency to concentrate in few points, like foreign commerce? Is its tendency to concentration less than that of foreign commerce? No difference in this respect can be perceived. All commerce develops that law of its nature, to the extent of its means. Foreign commerce concentrates chiefly at those ports where it meets the greatest internal commerce. The domestic commerce being the great body, draws to it the smaller body of foreign commerce. New York, by her canals, her railroads, and her superior position for

constrive navigation, has drawn to herself most of our foreign commerce, because she has become the most convenient point for the concentration of our domestic trade. It is absurd to suppose she can always, or even for half a century, remain the best point for the concentration of domestic trade; and, as the foreign commerce will every year bear a less and less proportion to the domestic commerce, it can hardly be doubted, that before the end of one century from this time, the great center of commerce of all kinds, for North America, will be on a lake harbor. Supposing the center of population (now west of Pittsburgh) shall average a yearly movement westward, for the next fifty years, of twenty miles; this would carry it one thousand miles northward from Pittsburgh, and some five hundred or more miles beyond the central point of the natural resources of the country. It would pass Cleveland in five years, and Toledo in eleven years, reaching Chicago, or some point south of it, in less than twenty-five years. The geographical center of industrial power is probably now in northeastern Pennsylvania, having but recently left the City of New York, where it partially now for a time remains. This center will move at a somewhat slower rate than the center of population. Supposing its movement to be fifteen miles a year, it will reach Cleveland in twenty years, Toledo in twenty-seven years, and Chicago in forty-five years.

* * * * *
At the present rate of increase, the United States and the Canadas, fifty years from this time, will contain over one hundred and twenty millions of people. If we suppose it to be one hundred and five millions, and that these shall be distributed so that the Pacific States shall have ten millions, and the Atlantic border twenty-five millions, there will be left for the great interior plain, seventy millions. These seventy millions will have twenty times as much commercial intercourse with each other, as with all the world beside. It is obvious, then, that there must be built up in their midst the great city of the continent; and not only so, but that they will sustain several cities greater than those which can be sustained on the ocean border.

This is the era of great cities. London has nearly trebled in numbers and business since the commencement of the current century. The augmentation of her population in that time has been a million and a half. This increase is equal to the whole population of New York and Philadelphia; and yet, it is probable that New York will be as populous as London, in about fifty years. A liberal, but not improbable estimate of the period of duplication of the numbers of these great cities would be, for London, thirty years, and for New York, fifteen years. At this rate, London will have four millions and seven hundred thousand, and New York three millions four hundred thousand, at the end of thirty years. At the end of the third duplication of New York—that is, in forty-five years—she will have become more populous than London, and number nearly seven millions. This is beyond belief, but it shows the probability of New York overtaking London in about fifty years.

A similar comparison of New York and the leading interior city—Chicago—will show a like result in favor of Chicago. The census returns show the average period of duplication to be fifteen years for New York, and less than four years for Chicago. Suppose that of New York for the future should be sixteen years, and that of Chicago eight years, and that New York now has, with her suburbs, nine hundred thousand, and Chicago one hundred thousand people. In three duplications, New York would contain six millions two hundred thousand, and Chicago, in six duplications, occupying the same length of time, would have six millions four hundred thousand. It is not asserted, as probable, that either city will be swelled to such an extraordinary size in forty-eight years, if ever; but it is more than probable that the leading interior city will be greater than New York fifty years from this time.

* * * * *
The general mind is faithless of what goes much beyond its own experience. It refuses to receive, or it receives with distrust, conclusions, however strongly sustained by facts and fair deductions, which go much beyond its ordinary range of thought. * * * It does not comprehend them, and therefore refuses to believe; but it sometimes goes further, and, without examination, scornfully rejects. To seek for the truth, is the proper object of those who, from the past and present, undertake to say what will be in the future, and, when the truth is found, to express it with as little reference to what will be thought of it, as if putting forth the solution of a mathematical problem.

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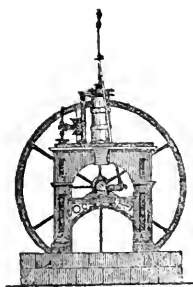
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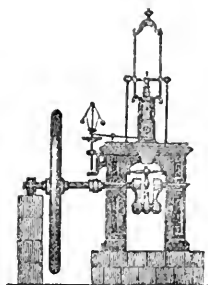
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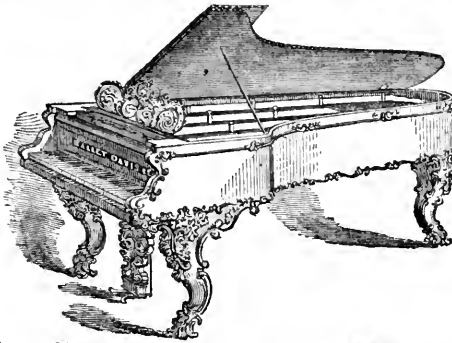
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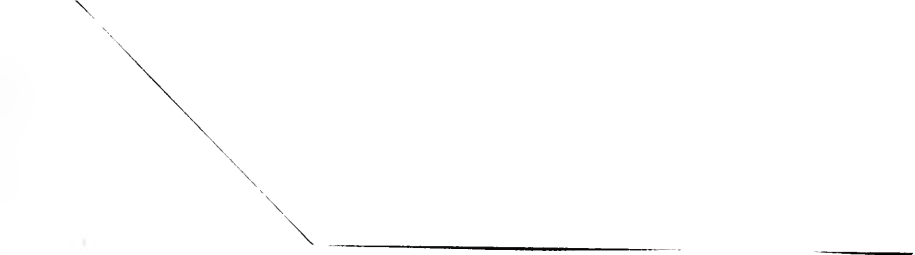
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